

GRAIN DEALERS JOURNAL

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McKenna & Rodgers, commission merchants.*
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Directory of the Grain Trade

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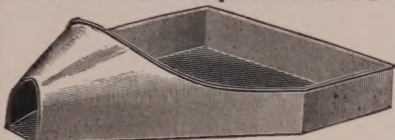
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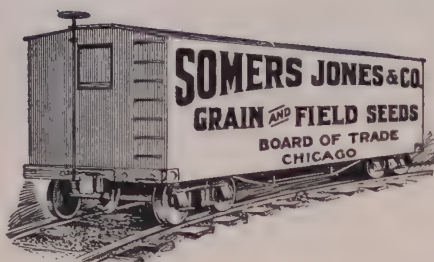
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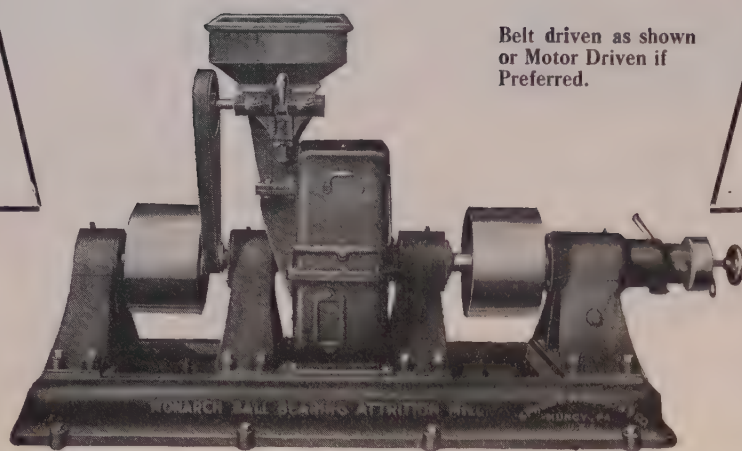
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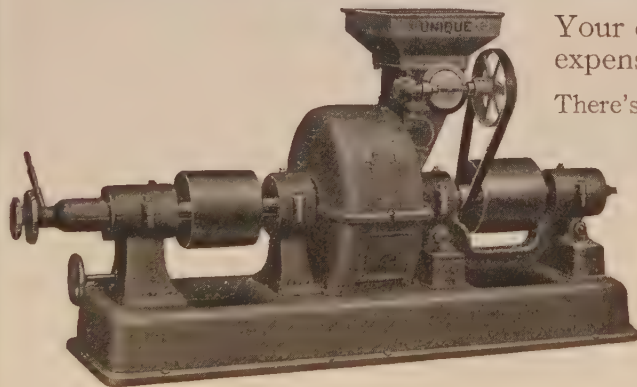
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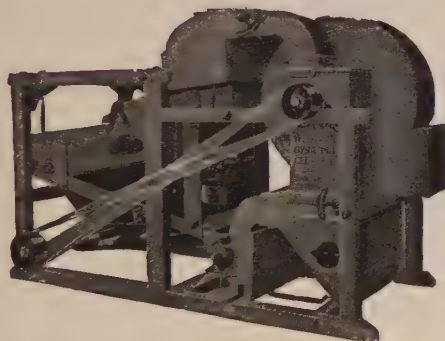
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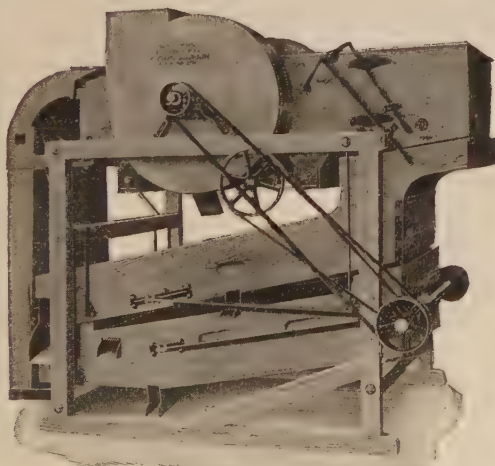
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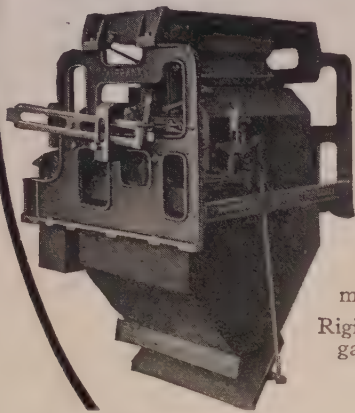
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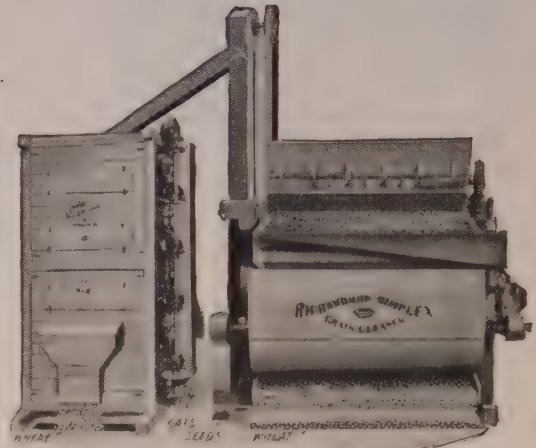
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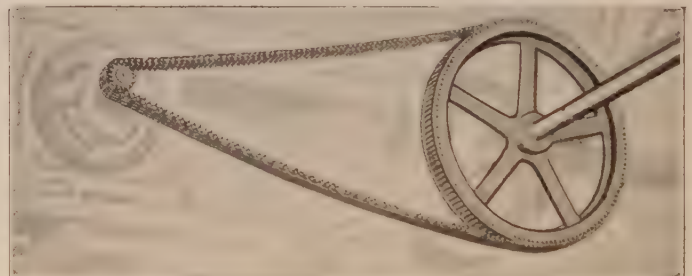
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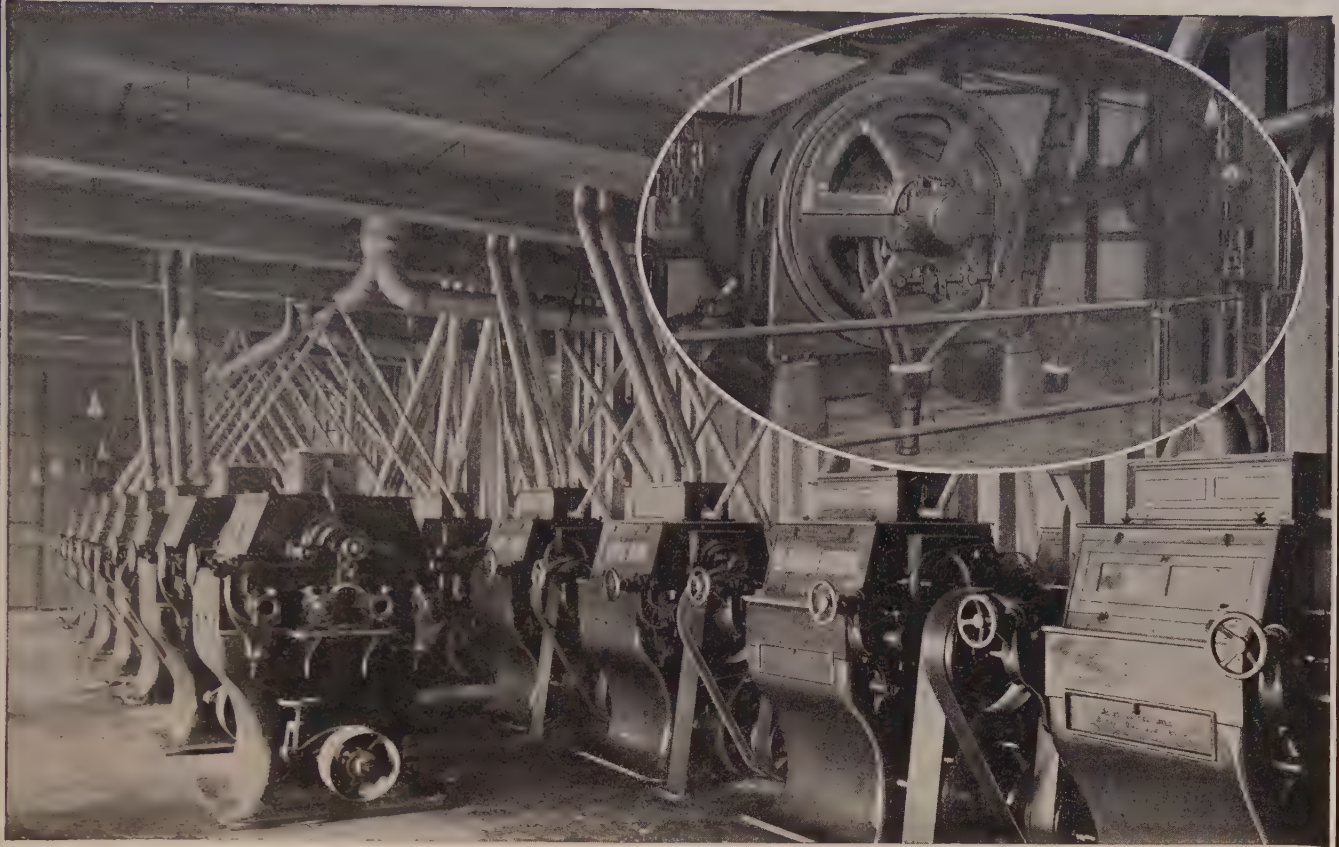
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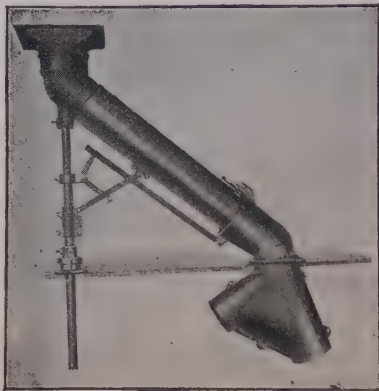
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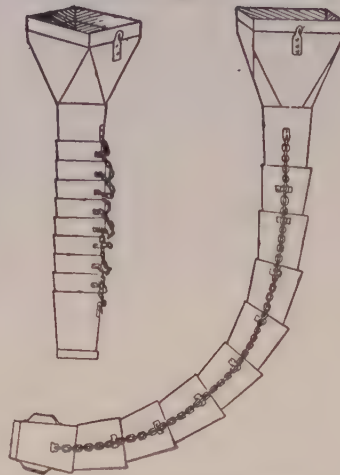
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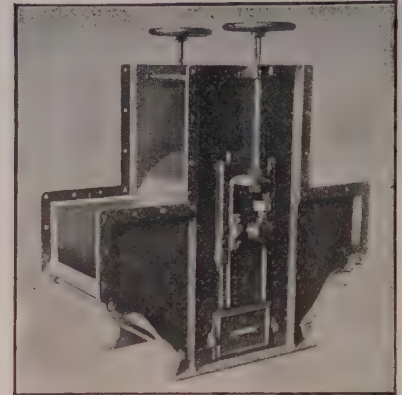
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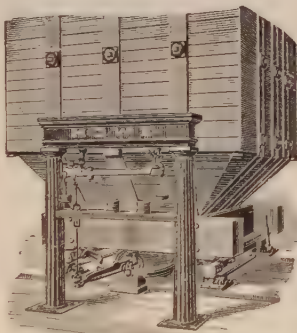


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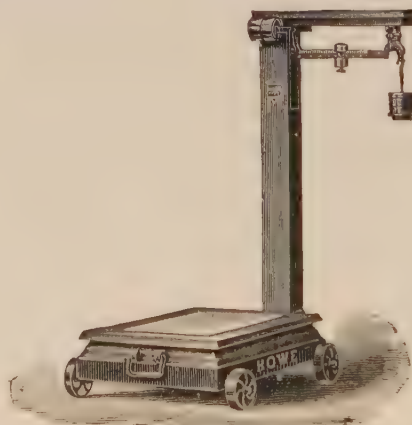
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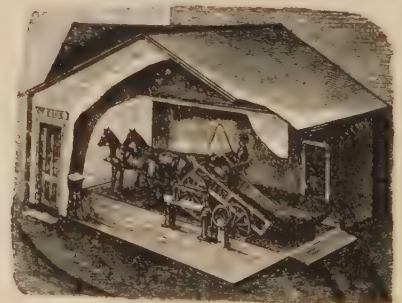
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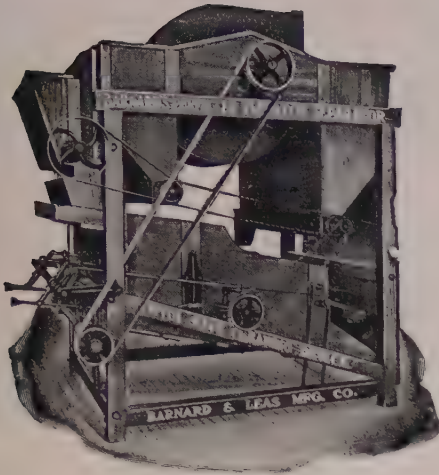
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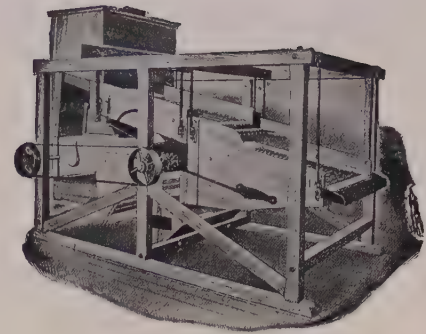
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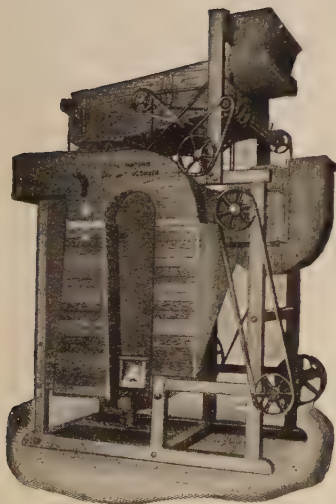
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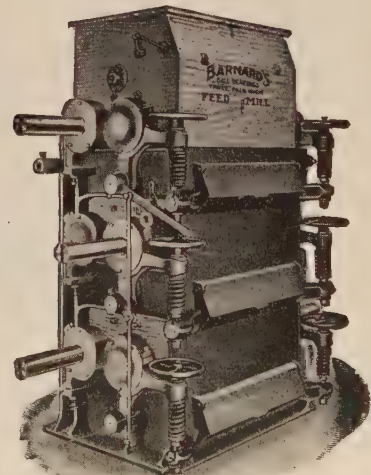
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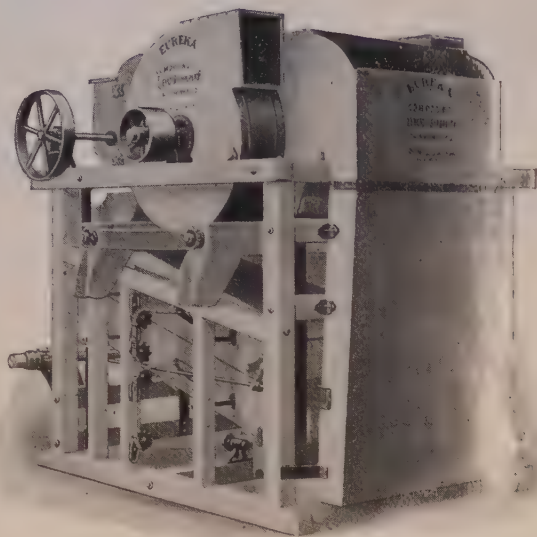


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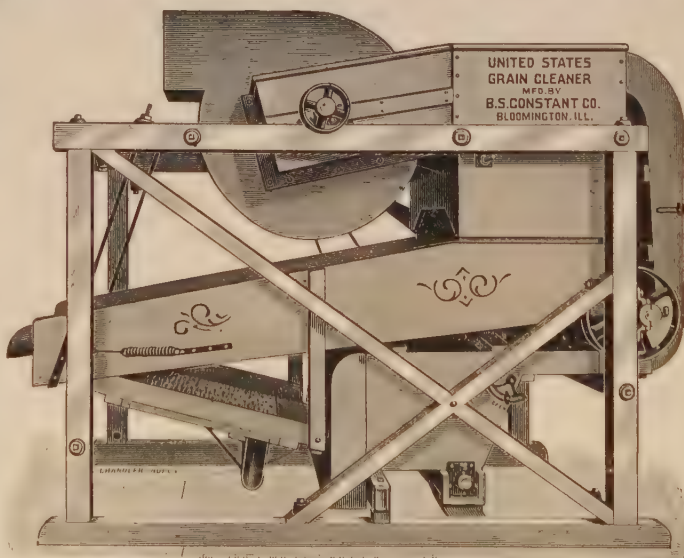
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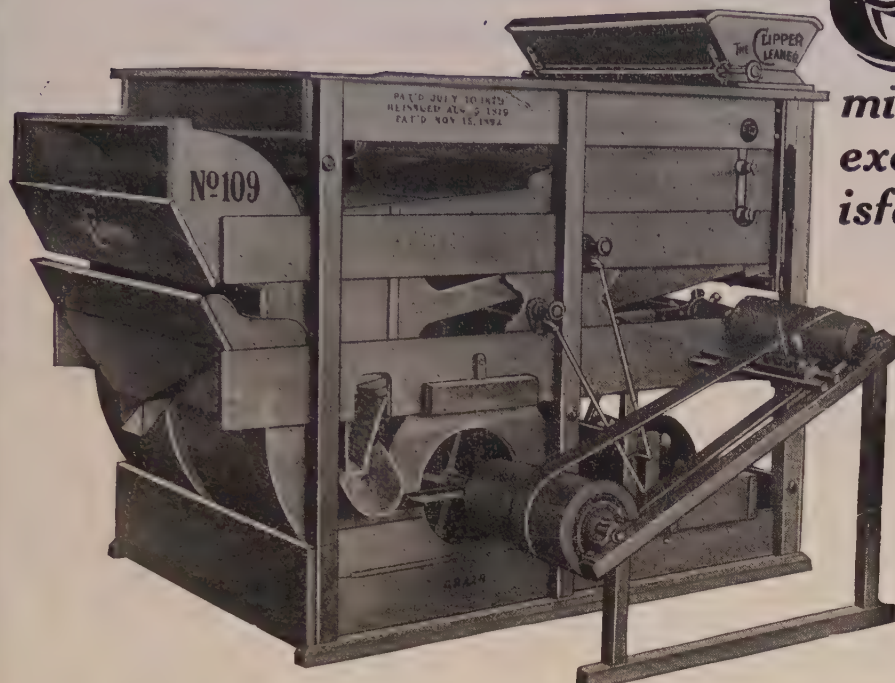
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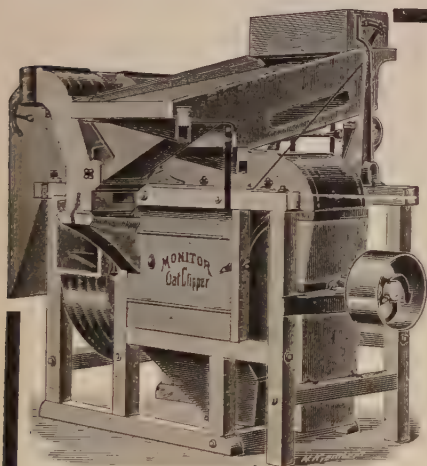
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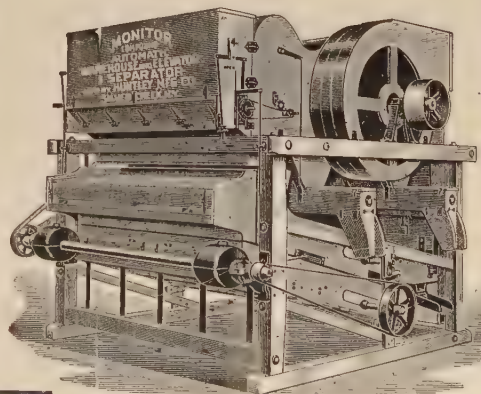
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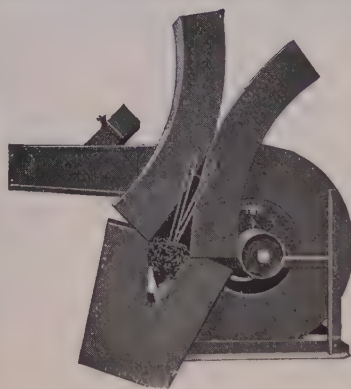
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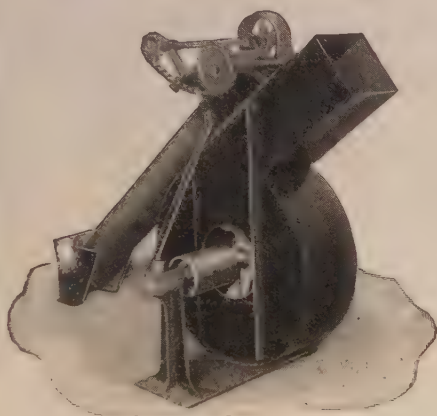


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30 days trial allowed. Cleans your grain and removes silks-husks-dust-pieces of cobs-chaff—and other foreign material and loads car at the same time. Every car loaded to full capacity without scooping. Reduces foreign material to 1% or less without the aid of any other kind of cleaner. The powerful blast of air reduces moisture content. CANNOT

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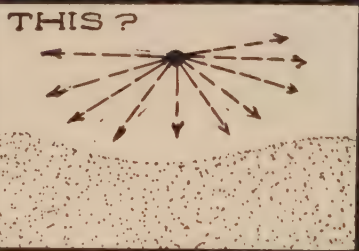
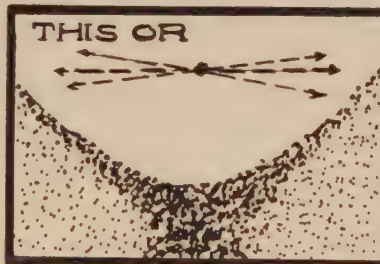
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La Salle Street, Chicago, Ill.

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LORENZEN Automatic Grain Distributer

in your Elevator.

Efficiency because you can fill your bins to full capacity and still not back-leg grain nor choke the cups.

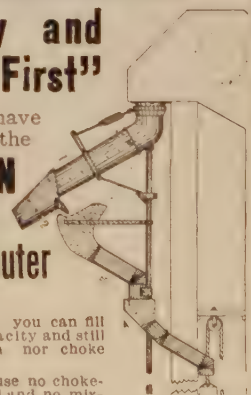
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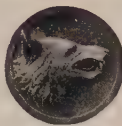
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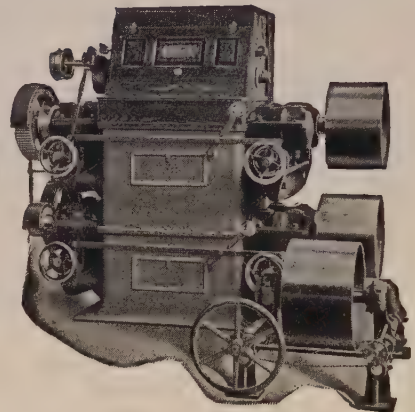
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32 lbs. per bushel—OATS

Pounds	32 lbs.	56 lbs.	60 lbs.	70 lbs.	75 lbs.
100	3.125	1.786	1.667	1.429	1.333
200	6.250	3.571	3.333	2.857	2.667
300	9.375	5.357	5.000	4.286	4.000
400	12.500	7.143	6.667	5.714	5.333
500	15.625	8.929	8.333	7.143	6.667
600	18.750	10.714	10.000	8.571	8.000
700	21.875	12.500	11.667	9.857	9.333
800	25.000	14.286	13.333	11.429	10.667
900	28.125	16.071	15.000	12.857	12.000
1000	31.250	17.857	16.667	14.286	13.333

AT A GLANCE

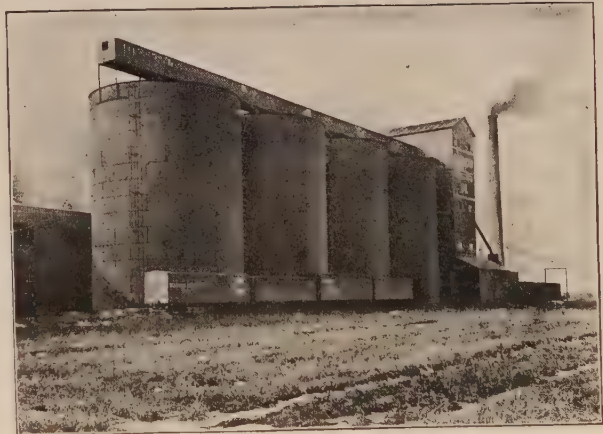
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This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

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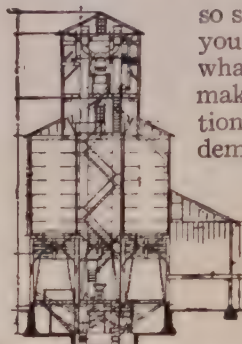
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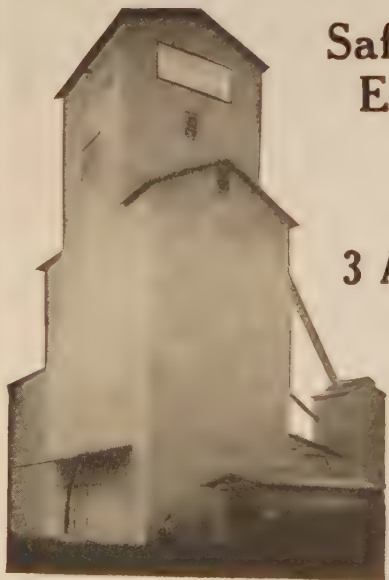
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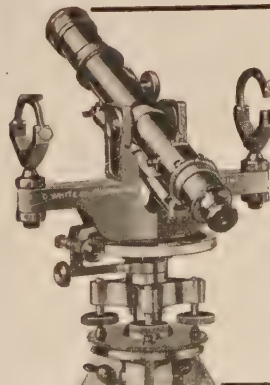
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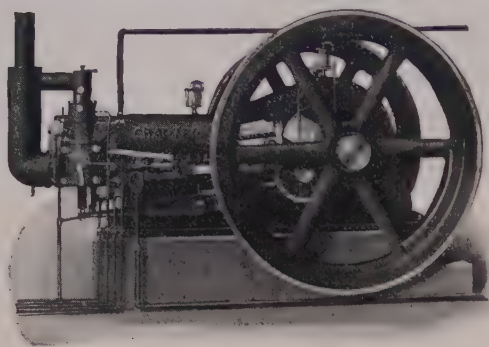


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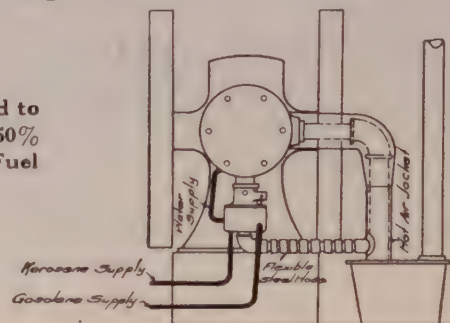
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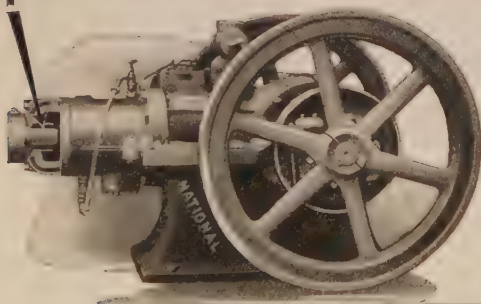
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315 So. La Salle Street

CHICAGO, ILL.

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FORM 222 C. O.

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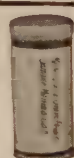
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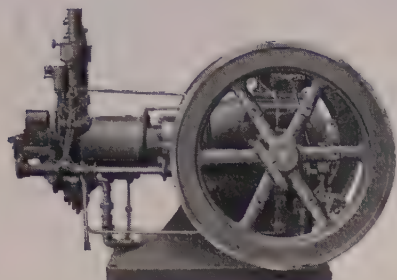
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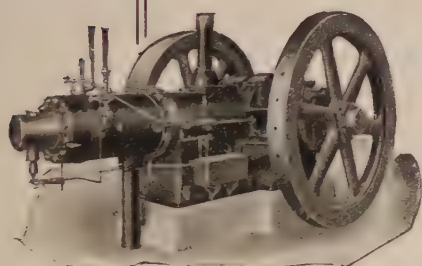
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(Incorporated)

21 Harvester Building

Chicago, U. S. A.



Do You Know that the Money-Making Muncie

WILL:

- operate for half what it costs to operate any other engine.
- run on any of the lower grades of fuel oil.
- not be on the repair shelf when you are needing it the most, and that it is automatic throughout—very simple—with not an ounce of superfluous trappings.

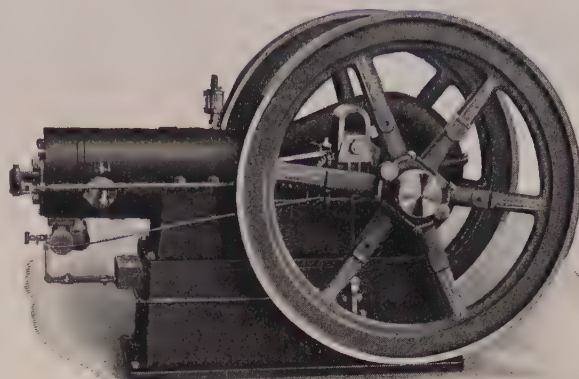
We could take up this whole page telling you of the good points of the "Money-Making Muncie" and still not tell you all about it.

We want you to tell us your power needs and allow us to send you complete information about the Muncie best adapted to your needs. This will obligate you in no way.

It will pay you to Muncie-ize your business.

Muncie Oil Engine Co.
516 Jackson St. Muncie, Ind.

THE SUCCESSFUL KEROSENE ENGINE IS A LAUSON



Elevator and Mill owners who want reliable power that is easy to start and operate should by all means investigate the Lawson Kerosene Engine.

It will carry full load instantly—operate on Kerosene, Distillate, Motor Spirits or other fuels of like density that may be obtainable.

They are very economical, using less than one pint of fuel on half, three-quarter or full load.

Lauson Quality Construction is incorporated throughout their construction, Quality Construction that has become famous for its low cost of upkeep.

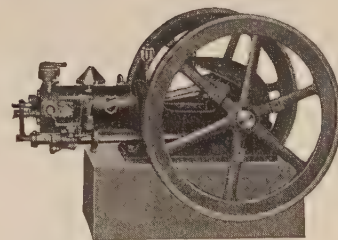
Lauson Kerosene Engines are built in sizes from 2½ HP. to 100 HP.

Write us for special Kerosene Bulletin and Prices. Investigate the Lauson carefully. The closer you investigate, the more sure we are you will install a Lauson.

THE JOHN LAUSON MFG. COMPANY
65 Monroe Street NEW HOLSTEIN, WIS.

OTTO Gas and Gasoline Engines

Some of them
40 years in service
—and more than
100,000 are in use!



Some of the oldest OTTOS—the models that got the gold medals at the old Philadelphia Centennial Exposition—are still turning up the horse power.

And what surprises their users and ourselves most of all is the very infrequent necessity for repair parts, even after such long service.

Since then over 100,000 OTTO engines have been placed in every variety of service—and each year's vintage has made a better record than its immediate predecessor.

The built-in quality; the sound engineering principles on which they are designed; their low maintenance and fuel consumption; their freedom from breakdowns or even the small "ills" common to most internal combustion engines—these are some of the strong points of OTTO ENGINES about which every engineer should know a great deal.

May we supply the information without obligating you?

THE OTTO GAS ENGINE WORKS
33rd and Walnut Sts., Philadelphia
15-17 S. Clinton St., Chicago
114 Liberty St., New York

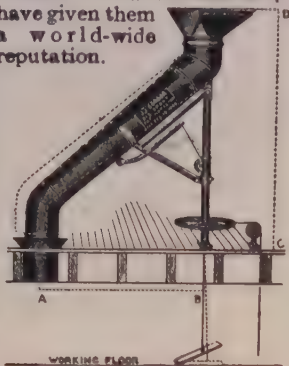
**Gerber Spouting
Has No Equal**

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

**The Latest Improved
Distributing Spouts**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

MINNESOTA

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought
Form 385 Record of Car Loads Shipped

PRICE, \$3.00

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

**The Humphrey Improved
Metal
Employee's
Elevator**

Especially suitable for modern fire proof buildings.

Endorsed and specified by the best engineering and construction companies.

A time energy and money saver.

Particulars on application.



NUTTING TRUCK CO.
SOLE MANUFACTURERS
FARIBAULT MINNESOTA
Also specialists in Floor Truck Equipment

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.

**Success Ball Bearing
SAFETY MAN LIFT**

Reduces insurance, time, labor expense. No power necessary to operate. Absolutely safe.

Steel Loading Spouts

Flexible; made of the best steel; any length. Changeable sections.

Distributers

Birchard patent. Steel. Will eliminate all chance of mixing grain.

Gearings (Cast Iron)

Absolutely essential for the economic transmission of power.

Elevator Boots

Steel. Provided with take-up screws and clean-out doors.

Write for catalog and prices

Hastings Foundry & Iron Works

Hastings, Nebr.

HALL SPECIAL — ELEVATOR LEG

Would you like to have the leg in your proposed elevator so assembled that you can get maximum results with the smallest possible equipment, for instance by using an 8-inch belt instead of a 12-inch, with Cups, Head Pulley, Boot, and leg in correspondingly small sizes, and have it run continually without choking?



Would this not be more satisfactory and economical for you than to have your investment squandered in a clumsy haphazard installation, that is wasteful, unsatisfactory, and annoying?

Send for our Catalogues today

Hall Distributor Company, 222 Ramge Bldg., Omaha, Nebraska

SAVING MONEY

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

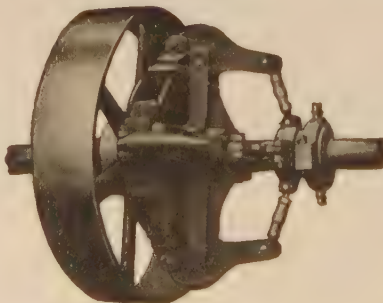
Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

Decatur Foundry, Furnace & Machine Co.

Dept. D.

DECATUR, INDIANA





Dusting the Air—

If you want to be absolutely certain that the air is completely separated from the dust—

get an

Invincible Cyclone Dust Collector

All metal—and contains improvements not found in others.

Full details and prices on request.

Invincible Grain Cleaner Co.

Dept. 4,

Silver Creek,

New York

Representatives

CHICAGO, ILL., 1041 Webster Bldg., F. H. Morley, Jr.
CLEVELAND, TENN., 2310 Church St., J. H. Bates.
INDIANAPOLIS, IND., Board of Trade, C. L. Hogle.
KANSAS CITY, MO., 234 Exchange Building, F. J. Murphy.
MINNEAPOLIS, MINN., and WINNIPEG, MAN., Strong-Scott Mfg. Co.
PHILADELPHIA, PA., 25 S. 61st St., C. Wilkinson.
TOLEDO, OHIO, Jefferson House, W. Fisher.
SAN FRANCISCO, CAL., 17th & Mississippi, W. King, Pacific Coast Rep.

Central Elevator Co. of
Baltimore, Md.,
are using some of the argest
size of this machine.

TYDEN CAR SEALS

Bearing shipper's
name and consec-
utive numbers.

Prevent
CLAIM LOSSES

6000 SHIPPERS
Are now using them.

Write for samples
and prices.

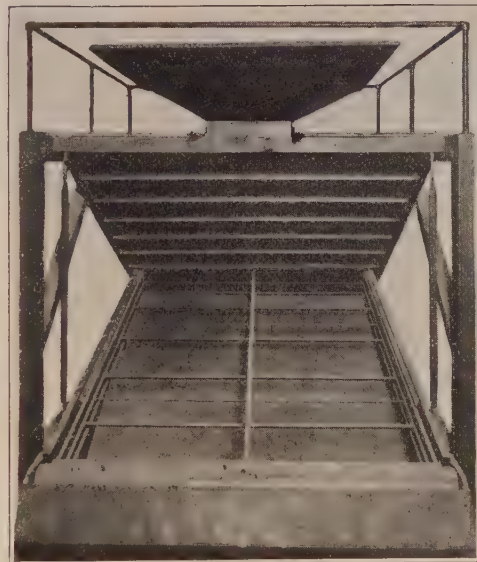
INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



WILFORD CLEANER and SEPARATOR

IS INSTALLED IN BALTIMORE'S LARGEST ELEVATORS



and is giving excellent service.

The machine is equipped with three sets of screens, 9x12, built in 5 sections each. Handling 35,000 bus. in 10 hours this machine will give four samples of screenings and of dust after passing through seven distinct air shafts. Blowing and screening over one screen this machine has a capacity of 8,000 to 9,000 bus. per hour.

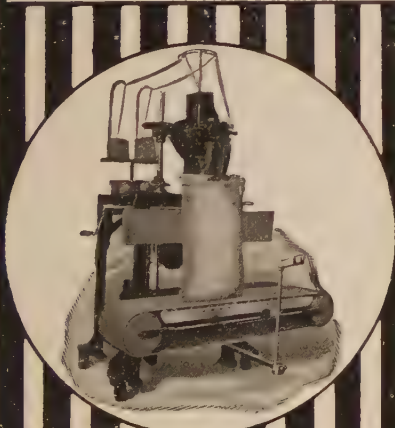
Smaller machines of the same type are made in sizes from one foot up.

Write for additional information.

A. WILFORD & CO.

1422 Hull Street
Baltimore, Maryland

UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE



Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

Union Special Machine Co.

CHICAGO MINNEAPOLIS
ST. LOUIS SAN FRANCISCO

DO IT NOW

GRAIN DEALERS JOURNAL

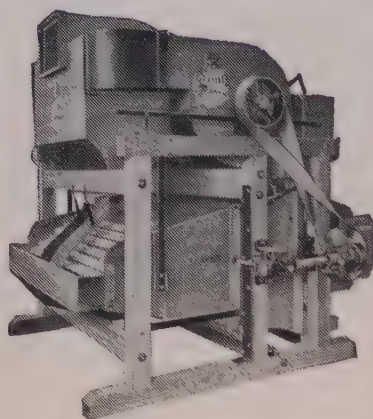
315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm

Capacity of Elevator Post Office

..... bus. State



THE GLOBE CLEANER

Will separate the chaff and light fowl-seed from the air as it leaves the suction. You save all your good, solid product and nothing but the air blows outdoors. This waste product is worth money to you.

Will let you vary the speed or shake to suit the kind of grain, by means of the FRICTION DRIVE. Did you ever see this feature on any other cleaner?

Will be sold to you on 30 days' free trial with absolute guarantee that it will clean all kinds of grain as close as required for commercial purpose.

Are you interested in cleaning problems? *Let us know.*

TWIN CITY SEPARATOR CO.

29th & Colfax Ave. South, Minneapolis, Minn., and Winnipeg, Canada

The Emerson Oats from Wheat Tester

We guarantee, not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 4000 Elevators, Flour Mills, Grain Inspection Departments, Boards of Trade and the U. S. Grain Standardization Department are using this TESTER.

Eliminates all guess work and saves all the WHEAT.

Farmers prefer selling where dockage is determined with the EMERSON TESTER.

Pays for itself in a very short time. Pleases the farmer as he sees the dockage is on the square.



WRITE FOR CIRCULAR

W. H. EMERSON & SON
Campbell St. and M. C. R. R. DETROIT, MICH.

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa, 6-1-15.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to

MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 20c per type line each insertion.

A Car-Mover that Stands the Test NEW BADGER

FREE
For 30 Days



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½×12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

The Grain Shipper and The Law

is a new book that posts you on the legal rights of the grain shipper, as against the railroad company and other dealers, on contracts.

The 700 cases in this book enable you to quote the other party a decision that covers your controversy with him, and to do so immediately, as the book is indexed for ready reference.

The entire field of the grain shipper's activity is covered in this volume, containing chapters on

- Bills of Lading
- Claims
- Commission Merchants
- Contracts
- Delivery by Carrier
- Demurrage
- Freight Charges
- Furnishing Cars
- Grain Doors
- Inspection
- Insurance
- Rates of Freight
- Routing
- Taxation
- Telegraph Errors
- Valuation of Shipment

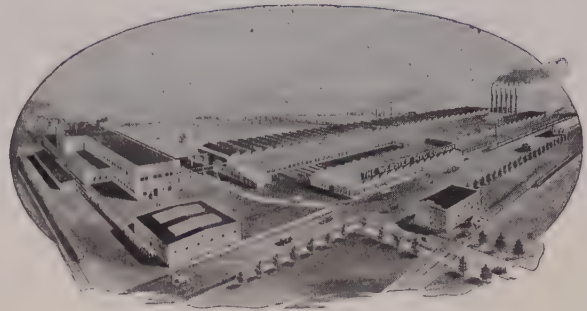
The 32-page chapter on Liability of Carrier alone is worth the price of the book, as showing to what extent the railroad company is liable to the shipper for delay, decline in market value, deterioration in transit, loss in transit, and flood damage.

Written in plain English for the grain dealer and with all legal references for the grain dealers' attorney, to whom it is invaluable in preparing the case.

The book contains 160 pages, 6x9 inches, printed on good paper and well bound in vellum de luxe. Price, \$2.

Grain Dealers Journal

305 South La Salle St. CHICAGO, ILL.



The Webster Factory at Tiffin, Ohio

WE could not successfully manufacture elevators, belt and screw conveyors, spouts, car pullers, clutches, and so on, unless a thorough understanding of elevator and mill problems and practices, an efficient corps of engineers, and a large and fully-equipped factory, all backed by forty years of practical experience, were at your service.

The Webster M'f'g Company

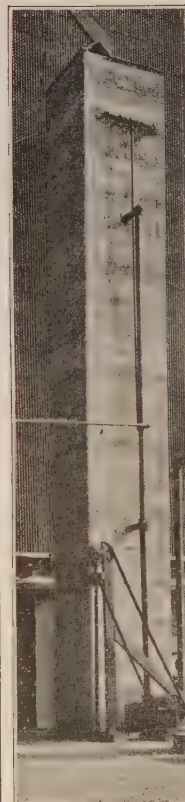
Tiffin, Ohio

Chicago

(134)

New York

Reynolds Grain Bleacher



The REYNOLDS GRAIN BLEACHER is used by the largest grain dealers in United States and Canada; sizes up to 8000 bushels per hour. It is patented and stands alone in its class. The patent covers forcing fumes longitudinally through a mass of grain and any one doing this, no matter what means are used, is infringing our patents.

BEWARE OF PIRATES.

Before closing deal write us for full particulars.

**Reynolds
Bleacher
Company**

332 South La Salle Street

CHICAGO

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ILLINOIS 30,000 capacity elevator. Modern. Located in corn belt on I. C. R. R. Address J. T. Carmody, Merna, Ill.

NORTHWESTERN OHIO 12,000 bu. elvtr., must be sold for very good reasons. In good grain section. Address Warner, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA 25,000 bu. elvtr. Town of 1,200; good farming community. Handle grain & coal. Write Sun, Box 11, Grain Dealers Journal, Chicago.

SOUTHWEST MISSOURI 20 thousand bu. elevator for sale. Belongs to an estate. For particulars inquire John R. Neil, Admr., Golden City, Mo.

ELEVATORS FOR SALE on C. G. W. R'y. in best Minnesota grain territory. 12 and 40,000 bushels capacities. Elevators in good condition. Winona Malting Co., Winona, Minn.

CENTRAL INDIANA elevator for sale. Cribbed-ironclad-private ground; 100M. grain; 75 cars coal; large feed, flour and seed trade. In fine city of 10,000. Bargain \$12,000. Will shade for quick sale. John A. Rice, Frankfort, Ind.

NORTH DAKOTA 25,000 bu. elevator for sale on the N. P. R. R. in a good grain growing section of the state; coal in connection. Station handles 350,000 Bu. annually. Two competitors. Price \$4,500.00. For particulars address S. K. Box 12, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS FOR SALE

In Ohio; one located in thriving town, good grain section as any in Ohio. One on R. R. right of way, used mostly for storage. Both operated with gas engines; combined capacity 25,000 to 30,000 bus. Best of reasons for selling. Coal, salt, posts and flour as side lines. Address D. W., Box 7, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS elevator, located in corn and oats county; iron clad; 70,000 capacity; good as new; station handles 400,000 per year; only one competitor; business equally divided; takes only \$4,000.00 to handle this plant, as bank will furnish you money to do business with, and we will sell elevator part time, price only \$6,400.00. This is a bargain you will never strike again, if you are looking for a good grain business. This is a good town, 600 people, churches, 3 good schools, big coal, seed and feed business. Address Oak, Box 1, Grain Dealers Journal, Chicago, Ill.

NEBRASKA:—The following eight elevators belonging to the Henry Roberts Estate, will be sold at private sale.

Station.	Capacity.	Station.	Capacity.
Crofton	...16,000 bu.	Hooper	... 8,000 bu.
Fordyce	... 8,000 bu.	Kennard	...10,000 bu.
Tekamah	...24,000 bu.	Ceresco	...10,000 bu.
Herman	...16,000 bu.	Gretna	...10,000 bu.

With the elevators at Kennard and Ceresco there are lumber yards in connection.

For further particulars address E. V. Ellis, Administrator of the Estate of Henry Roberts, Tekamah, Nebraska.

ELEVATORS FOR SALE

ELEVATOR and warehouse for sale or rent at Adell, Wis. For particulars apply E. P., Box 8, Grain Dealers Journal, Chicago.

ELEVATOR for sale or lease in Northern Indiana. For particulars address N. I., Box 8, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wll, Box 11, Grain Dealers Journal, Chicago.

SOUTHERN MINNESOTA 20,000 bu. elevator for sale in town of 8,000. Been in the grain business 30 years, wish to retire. W. H. Symes, Austin, Minn.

FOR SALE—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

WISCONSIN 10,000 bu. cribbed elevator and coal business for sale on easy terms, as I wish to retire from active business. For particulars write A. T. Sanders, Fisk, Winnebago Co., Wis.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

KANSAS six thousand Bushel elevator on Santa Fe, thirty miles southwest Wichita. Good business, good quality wheat; fine opportunity. Other business reasons for selling; price right. Address Box 201, Viola, Kansas.

INDIANA ELEVATOR FOR SALE:—

10,000 bus. capacity. Can handle 100,000 bushels per season. Gasoline engine. Black farm land, substantial community. Buildings four years old; two acres of land with buildings, on Branch C. H. & D. R. R. To settle an estate. For particulars address Sarah A. Spaulding, Monroeville, Ind.

WESTERN OHIO 12,000 bu. elevator, on Big 4 R. R. In extra good shape and running order. Handle flour, feed, coal, cement, fence and posts as side lines. About 4 acres land and fine residence included. Elevator and coal bins on private land. No competition. Bargain. Write Side, Box 1, Grain Dealers Journal, Chicago.

OHIO Elvtr. in splendid territory; good trade in grain, coal, tile, seeds, flour, feeds, etc. Steam power; modern mch., up-to-date in every respect. Cap. 35,000 bu. Splendid R. R. facilities. Sell easy terms, rent or trade for good farm. Wish to retire from business. Write Logan, Box 1, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

Location.	State.	Capacity.
Perkins,	Iowa	18,000
Hinton,	Iowa	22,000
Alvord,	Iowa	25,000
Sloux Center,	Iowa	20,000
Garretson,	S. Dakota	22,000
Sherman,	S. Dakota	40,000

These elevators will warrant careful investigation. Correspond with us at 1108

First National-Soo Building.

Thorpe Elevator Co., Minneapolis, Minn.

ELEVATORS FOR SALE.

IOWA—Elevator for sale. Only one in town. Write Mrs. J. Lamm, Elkader, Iowa.

SOUTH DAKOTA 14,000 bu. modern cribbed elvtr; store room and coal sheds at Bonilla, S. D. Price \$2,700. Address Scott, 131½ N. Broadway, Los Angeles, Cal.

EASTERN NEBRASKA—2 elevators for sale. Crop just commencing to move; fine crop prospects. Write Home, Box 1, Home, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR for sale or exchange for land. Located in Southwestern Minn., also doing good business in coal, flour and feed. For information write Mary, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

I HAVE the Mills and Elevators you want; the prices are right; have letters from six satisfied customers that I have sold Mills to in the past year. List your Mills & Elvtrs. with me if they are Money Makers at their values. No dead ones. R. N. Parshall, 434 Cass Ave., Detroit, Mich.

ELEVATORS WANTED.

WANTED to buy an elevator, well located and doing good grain business. Address A. F. Gilchrist, Gibson City, Ill.

CENTRAL NORTH DAKOTA land to trade for Ill. Elevator doing good business at a profit. Address King, Box 10, Grain Dealers Journal, Chicago.

WANTED to buy good grain business in N. Dak. or Mont. Must be A1 house with good location and territory and bear close inspection. Will not pay unreasonable price. Answer if you mean quick business. Will pay reasonable amount for information regarding good elvtr. site in Mont. Address H, Box 1. G. D. J., Chicago.

WANTED—Five or six country elevators, located in Kansas on any railroad west of a line drawn north and south through Wichita and south of the central branch of the Missouri-Pacific. In first letter, give capacity of elevator, kind of construction, size of engine; give all kinds of machinery, the names of competitors, number of bushels purchased in 1914 and 1915 separately, and state the net cash price. Address Lock Box 1123, Wichita, Kans.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

SITUATIONS WANTED.

WANTED POSITION as Mgr. Country Elvtr. 2 yrs. experience; ref. Address B. C. Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as Grain Solicitor or Coal Salesman; 8 years in Grain business. Can get the Business. Address Fort, Box 12, Grain Dealers Journal, Chicago.

WANTED POSITION as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

WANTED Position as Mgr. Farmers Elvtr. 10 yrs. actual experience and can furnish references. For information write Box 7, Callaway, Minn.

WANTED POSITION as Manager with Farmers or Line Elevator Co. Five years in last position. Can give good references. For particulars address Paul, Box 1, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager of Country elvtr. Have experience and can furnish references. Am employed but can change on thirty days notice. Address M. W. Wileman, R. F. D. 1, Bushnell, Ill.

POSITION WANTED as Manager of small town or country elvtr by young married man 3 yrs experience; A1 references. Iowa or Minn. preferred. Address Van, Box 12, Grain Dealers Journal, Chicago.

WANTED a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

POSITION WANTED with grain commission or Elevator Co. Good judge of grain, experienced in cash grain and futures and in handling terminal elevators. Best of references. Address Grain Man, Box 12, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

WANTED POSITION as Manager or Office man, thoroly experienced and capable of handling all parts of the Grain Business, buying, selling, bookkeeping, handling of trade, operation of house and everything that goes with the Grain business. Strictly temperate and a hustler. A1 references. All my life in grain business in Indiana. Address Indiana, Box 1, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

HELP WANTED

WANTED live solicitor for Central Illinois. Give information to Central, Box 1, Grain Dealers Journal, Chicago.

WANTED—Stenographer familiar with grain office work. Salary \$15.00 per week. Furnish reference. Horner Elevator and Mill Co., Lawrenceville, Ill.

WANTED to correspond with a sober and industrious Licensed Engineer to run steam engine in Grain Elevator. Must furnish A1 references. Perrysburg Grain & Seed Co., Perrysburg, Ohio.

WANT 3 good grain buyers for elevators in Kansas. Speak German, good hustlers, straight, decent fellows. Good salaries. Give full particulars to Kansas, Box 1, Grain Dealers Journal, Chicago.

WANTED A MAN WHO knows the elevator business for our Sales Department. Reply in own handwriting, giving age and experience. Good opportunity for right man. Isbell Bean Co., Detroit, Mich.

WANTED—Man to handle grain station, grain, coal, farm machinery and live stock. Also second man in elevator who can keep books for grain and lumber yard. Write Iowa, Box 1, Grain Dealers Journal, Chicago.

WANTED an Experienced Manager for Farmers Grain Elevator. Will open sealed bids on July 22, 1916. For more particulars address John H. Heideman, Secy. Mallard Farmers Elevator Co., Mallard, Ia.

WE WANT a live, progressive, first-class German grain buyer to manage a house with Farmer competition only, at a station that is exceedingly difficult to handle at this time. Only first class men considered. Give particulars to South Dak., Box 1, Grain Dealers Journal, Chicago.

WANTED Young man with fair education, active, good habits, and one or two years experience with seed and grain machinery. A chance for the right person to work into a responsible position. State age, experience, references and salary wanted. Position open August 1st. Address The C. E. DePuy Co., Pontiac, Mich.

HELP WANTED. WITH INVESTMENT.

WANTED Sales Manager for a Rye and Cereal Mill; immediate employment to a thoroughly reliable and competent man, who can invest from \$2,000 to \$10,000 in the business. Address Finance, Box 11, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

WANTED to get in a partnership in a good country elevator in which I'd run the station. Must be a good proposition. Am an A1. buyer, temperate, tip top, hustler and all around elvtr. man. Address Woods, Box 12, Grain Dealers Journal, Chicago.

PARTNER WANTED—With or without service. Must have five or ten thousand dollars. Good station. \$300,000 business last year. Handle Grain, Coal, Flour, Feed and Implements. Western Ohio territory. For particulars address Square, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED SEEDSMAN WANTED as equal partner in well established, prominent, growing, mail order Seed Business located in Missouri. Established eight years, the fastest growing House in Central States. Sales increasing 50% each year. A real chance for the proper man who has character, integrity and enough capital to handle half interest. Correspondence solicited, all confidential. Address Missouri Seedsmen, Box 11, Grain Dealers Journal, Chicago.

AUTOMOBILE BARGAIN.

WILL SACRIFICE 50 h.p. 1912 Palmer & Singer touring car, 4 cyl., 47x5 1/4; run 9,000 miles; good condition; cost \$4,250; best offer takes it. C. S. Clark, 7130 Princeton av., Chicago, Ill.

BUSINESS OPPORTUNITIES.

FLOUR MILL for sale or exchange. Capacity 75 Barrels, grain elevator, Coal business. Mill machinery new. Old established business. Central Ill. Address I, Box 1, Grain Dealers Journal, Chicago.

BIG SNAP—75 bbl. Mill, elevator, coal and feed business. Fine location, running. \$8,500.00, terms. Will take partner with capital or trade for clear land. Unless you mean business, don't answer. Address North Dakota, Box 1, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning Rods during your spare time. Write us for agency proposition. It's a winner.

GEO. M. KING CO.,
609 E. Walnut St., Des Moines, Ia.

FOR SALE—Northwestern Ohio plant, consisting of

20,000 bu. Elevator,
100 bbl. Flour Mill,
125 bbl. Buckwheat Plant,
125 bbl. Meal Plant,
60 ton Cracked Corn Plant,
22 in. Feed Mill.

Located 20 miles west of Toledo, on New York Central main line. Electric car service hourly. Excellent grain territory. Plant electrically operated; cheap electric power. Continuous Ellis Dryer. Feed storage on siding. All equipment necessary for Straight and Split cars of bulk and sack grain and feed. Wholesale grocer takes largest portion of Buckwheat Flour output. Plant in daily operation. Offered at quick sale price.

THE PILLIOD MILLING CO.,
Swanton, Ohio.

ADDRESS WANTED.

WANTED Present address of the Central Fire Appliance Co., formerly doing business at Peoria, Ill., or any of its officers or stockholders. Address F. T. Brigand, Box 1, Grain Dealers Journal, Chicago.

ADDRESS wanted of E. A. Lavo, who until recently has been inspecting and repairing scales in Kansas. Height 5 ft. 5 in., blue eyes, black hair, smooth shaven, weight about 130 lbs., age 35, teeth set far apart, driving black Pierce-Arrow Roadster, 1911 model, with Khaki top, initials F. S. H. painted in yellow on side of seat, Kansas license 73218, engine 30832. Any information regarding his whereabouts will be greatly appreciated by A. E. Hurst, 1505 N. St. Francis St., Wichita, Kan.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

MILLS FOR SALE.

FOR SALE 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

FOR SALE or rent, 80 bbl. flour mill and chopper; frontage on railway; good house and 4 acres land; good town; first class country. Address Mrs. Edward Shrubsole, Box 257, Barrie, Ont., Can.

MACHINES FOR SALE.

FOR SALE Universal Bolter No. 5½ A., 50 to 150 lbs., nearly new. R. S. Patterson, 646 S. Main St., Wilkesbarre, Pa.

FOR SALE Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

MOSHER BAG HOLDERS—Have you a Bag Holder—mighty convenient—cost only \$4.00. Will ship on trial order if you say so! Write to-day Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

CAR SAMPLERS—Grain Testers—Seed Tryers—Bag Holders—Scales and Trucks. What do you need? Write us your wants. Howe Scale Co., 409 N. 4th St. St. Louis, Mo.

FOR SALE—A BARGAIN.

- 1 No. 3 Sprout Waldron Corn Crusher.
- 1 24" Sprout Waldron Burr.
- 10 ft. 2 11/16" shaft.
- 1 Pulley—4½ ft.—11" face.
- 1 Pulley—44"—4½" face.
- 2 boxes for 2 11/16" shaft.
- 1 Flange Coupling for 2 11/16" shaft.
- 18 ft. 11" Double leather Belt.

F. O. B. Oak Ridge, Va.
C. H. Yates, Mgr.

Oak Ridge, Virginia.

Entire Stock Offered at Fire Sale Prices.

- 1—16" B.B. Attrition Mill & Drive \$220.00
- 1—22" Ball Bearing Attrition Mill 210.00
- 1—24" Ball Bearing Attrition Mill 300.00
- 1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, ½ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."

George J. Noth, Manager,

No. 9 South Clinton St., Chicago, Ill.

FOR SALE.

- 1 S. Howes Oat clipper No. 32-41511...\$ 250
- 1—500 Bu. Jones Hopper scale..... 50
- 1 Twin City Cross Comp. Engine 10x18x30 1,500
- 1 Platt Iron Works Surface Condenser 9½x10x12x12 1,500
- 1 Platt Iron Works Boiler Feed Duplex Pump 6x4x6 100
- 1 Tate Jones Double Fuel Oil Pump.. 100
- 2 Bonus Kennicott 110 hp Water Tube Boilers 45-4" tubes 1,000

Insured and inspection 150 lbs. pressure, practically as good as new.

All the above in working order and may be seen in working order 24 hours each day. We will be glad to show it.

Plainville Mill & Elevator Co.,
Plainville, Kansas.

FOR SALE—Two No. 5 and one No. 5½ "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls. 2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.
400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.
800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.
Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.
120 feet 2½" Iron Pipe.
100 Feet 1½" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.
431 to 437 S. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

GRAIN TESTERS—Howe or Fairbanks, 2 quart refitted Grain Testers, \$7.00 also new ones all sizes. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

ENGINES FOR SALE.

FOR SALE—One 25 h. p. double cylinder International Gas Engine in good shape. Move at once. K. R. Frazier & Co., Colo. Ia.

FOR SALE 5 h.p. DuBois Gasoline Engine with circulating tank, new. Bargain. Also some bargains in refitted gasoline engines. Standard Scale Co., 1341-45 Wabash Ave., Chicago.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE—New WITTE engines at less than usual second-hand prices. 2 H. P., \$29.95; 3 H. P., \$47.85; 4 H. P., \$64.75; 6 H. P., \$89.90; 8 H. P., \$129.80. Write for prices on 12, 16 and 22 H. P. All styles, Kerosene, Distillate, Gasoline, etc. Liberal trial offer. 5-year guarantee. Sold direct. Witte Engine Works, 3371 Oakland Ave., Kansas City, Mo.

GASOLINE ENGINES FOR SALE.

- 44 H. P. Fairbanks-Morse.
- 25 H. P. Columbus.
- 25 H. P. Fairbanks-Morse.
- 22 H. P. Fairbanks-Morse.
- 15 H. P. Fairbanks-Morse.
- 12 H. P. Fairbanks-Morse.
- 6 H. P. Fairbanks-Morse.
- 4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

TRACK SCALE—1-100 ton 40 ft. 4 Section Fairbanks style, St. Louis make Railroad Track Scale, Refitted. \$250.00. f. o. b. cars St. Louis. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

FOR SALE—Howe Scale, 30 ton capacity, 36"x12" platform, type registering beam, complete with timbers and under frame. Will be warranted to weigh correctly when properly installed. Wichita Union Stock Yards Co., Wichita, Kansas.

SCALE BARGAINS.

Newly Overhauled, Good Condition. Guaranteed. Immediate Shipment.

- 4, 5 and 6 ton Standard Wagon Scales.
- 5, 6, 8 and 10 ton Fairbanks Wagon Scales.
- 6 and 8 ton Howe and Columbia Wagon Scales.
- 2,500 and 3,500 lb. Fairbanks Dormant Scales.
- 2,500 lb. Chicago and Buda Dormant Scales.
- Also Portable Scales.

Write for low price and full information. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

FERRETS.

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.
Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Lewis & Chambers, field seeds.
Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptre

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago

STEAM ENGINES, BOILERS.

FOR SALE—One 26 h. p. Jas. Leffel Steam Engine in good condition. John Sikir, Avoca, Wis.

FOR SALE—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

FOR SALE.

One 50 h. p. Atlas Steam Engine and one 50 ft. 26-inch Smoke Stack, all in good condition. Union Mills, Prospect, O.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

Crawfordsville Seed Co.

CRAWFORDSVILLE, IND.

Mongul and Extra Select Sable Soy Beans for sale.

We have a limited amount of our own raising.

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN

CLOVER AND TIMOTHY SEEDS

Get in touch with us.

THE ILLINOIS SEED CO.

CHICAGO, ILL.

We Buy and Sell

Field Seeds

Ask for Prices

Mail Samples for Bids

CRAVER-DICKINSON SEED COMPANY

Buffalo

Binghamton

Buy and Sell

**TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN**

SEEDS FOR SALE.

ALFALFA SEED.

Genuine American grown, carlots or less, priced so as to sell. The Wing Seed Company, Mechanicsburg, Ohio.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of Grain Dealers Journal, Chicago.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.

HENRY LIGHTIG & CO., Kansas City, Mo.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso Mich

CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

GRASS SEEDS

SEED OATS

Car load lots and less

ANY VARIETY

GARTON COOPER SEED COMPANY
SUGAR GROVE, ILL.

THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

YOU CAN'T READ ALL

the market news. Get a summary of it once a week in our Weekly Review. Highlights of the week—facts, figures and factors—grouped for easy, quick reading and reference. Postal request starts it your way.

SOUTHWORTH & CO.

Grain—Seeds—Provisions TOLEDO, OHIO

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

MINNEAPOLIS SEED CO.

DISTRIBUTORS



BRAND

FIELD SEEDS

TIMOTHY and MILLET Our Specialties

EXPORTERS and IMPORTERS
Ask For Prices

RED CLOVER
ALFALFA
WARF E. RAPE
WHITE CLOVER
LSYKE
NATURAL GRASS
ENGLISH RYE
RED TOP

44-46 Pearl Street
NEW YORK CITY
I. L. RADWANER

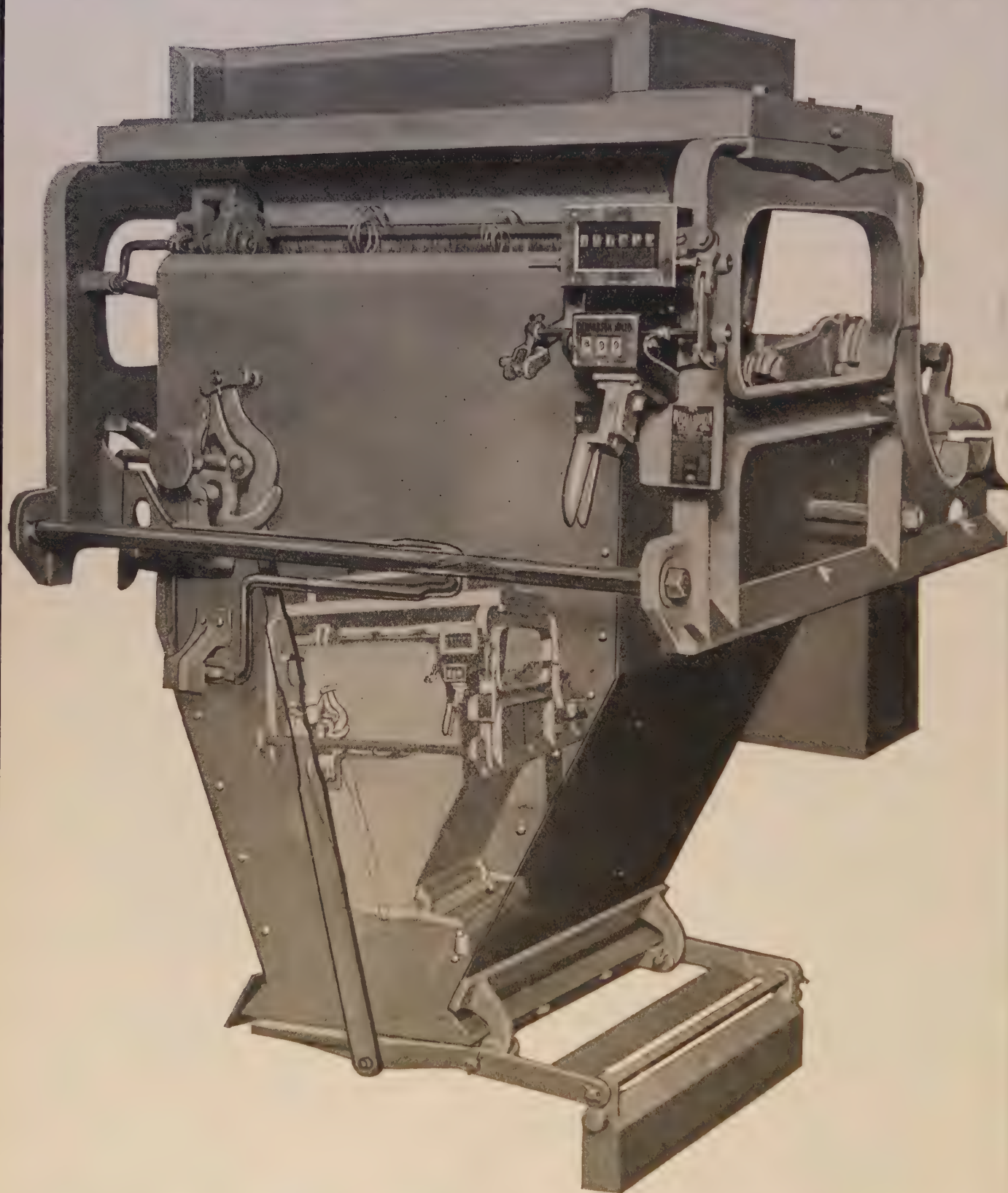
Milwaukee Seed Company

WHOLESALE SEEDS
LONG DISTANCE TELEPHONE GRAND 672 and 673
104-106 WEST WATER STREET
MILWAUKEE, WIS.
Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples Ask for Prices
"The Live Clover House"

RICHARDSON TYPE REGISTERING AUTOMATIC



Chicago, 209 S. State St.
Omaha, 327 Grain Ex. Bldg.

Minneapolis
413 S. 3rd St.

Passaic, N. J.
Wichita, Kans.

Memphis, 1518 Neatherwood
Frisco, Rialto Bldg.

GRAIN DEALERS JOURNAL

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars loading grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 3, 1898.

CHICAGO, JULY 10, 1916

THE TRANSACTIONS Stamp Tax will be eliminated from the new revenue act, is the statement of first hand authority so that exchange transactions will not be discriminated against to the advantage of curb traders.

IF YOU do not believe grain shrinks by rule, just ask the claim agent of any of the grain carrying railroads. He can also explain how perfectly dry grain will gain weight when taken to the moist atmosphere of the seashore, but he will not.

DO NOT forget that the increased car load minimums of the Central Freight Ass'n will necessitate the more careful cooping of each car loaded with grain. Car liners must be used about the doors of every car if grain loaded is to be delivered at destination.

ARE YOU paying too much for your knowledge of the grain business, or profiting by the experiences of your brother dealers? Is it cheaper or more satisfactory to read how they lost heavily than to follow blindly the same practice and go broke?

THE APPOINTMENT of a committee to investigate the breaking of seals on grain cars, and the accompanying thefts, is the recent action of the Cincinnati Grain & Hay Exchange. This is an encouraging sign of the disposition on the part of Cincinnati to take care of the grain it receives.

NEBRASKA CO-OPERATIVE companies have started a movement to organize a co-operative commission company to handle their shipments to the Omaha market. The result will be watched with more than passing interest by members of the trade elsewhere.

ONCE AGAIN the U. S. Senate has done its part toward stopping the appropriation of good money for the free distribution of worthless seeds, and the present sentiment seems to indicate that the abolition of this old abuse is more likely to be realized this season than for many years past.

A SLING and improvised derrick were necessary to remove a horse which fell into a dump sink at an Illinois elevator recently. Fortunately the animal was not injured, otherwise the dealer might be called upon to face a damage suit for many times the amount necessary to safeguard the dump against such accidents.

AN OHIO MILLER who says he needs cars about as bad as the government needs soldiers, takes occasion to lambast the Pennsylvania R. R. for building a \$5,000,000 hotel in New York City when it is in far greater need of larger terminal elevator and warehouse facilities, and more cars to transport shipments promptly.

SECRETARY DORSEY of the Texas Ass'n has been warning his dealers against paying drafts of shippers who are not known to be on the square. If more of the state associations would post their members regarding the trickery and dishonesty of well known sharpers, it would be much easier for the rest of the trade to get along without friction.

SHIPPERS to Galveston whose grain was damaged by the 1915 flood will find encouragement to collect their full damages in the recent decision of the Court of Civil Appeals of Texas, published elsewhere in this number of the Journal, holding that the burden is on the railroad company to prove that there never before had been so great a flood in the place where the car was submerged. The fact that there had been once before a great flood at Galveston leaves the carriers without defense for the losses of 1915.

THE PROFITS of the grain grower and the grain dealer are so often misrepresented, everyone will read with deep interest Mr. Butler's timely compilation of government figures presented elsewhere in this number, in his able address on the Economics of the Grain Trade, which was delivered before the Ohio grain dealers at their annual convention last week. His arguments are so logical and his figures so dependable that they must set at rest for some time to come much of the misrepresentation which has been circulated by the daily press.

DOCKING SHORTAGE claims for so-called "natural shrinkage" will be opposed most vigorously by the Ohio Grain Dealers Ass'n, which declared in favor of such a policy at its recent meeting. If the shippers are eventually to win out in this long drawn out battle, all must join in the fight and stand firmly against this unreasonable exaction repeatedly proposed by the grain carriers.

THE NEWS ITEMS of this number disclose the enlargement and improvement of many elevators in different sections of the country, by the addition of elevating and storage capacity, as well as by increases in power and cleaning equipment. All of this insures better and prompter service for growers bringing grain to market, and more certain profits for the careful elevator operator.

DRIVEWAYS should be constructed of heavy timbers and well anchored, if the grain elevator operator would be safeguarded against a possible serious collapse. An Illinois driveway, as reported in this number, fell to the ground simply from its own weight. Had the driveway been at an elevator which was in active service the results might have been serious. As it is, the accident should serve as a warning to all that these trestles must be substantial. Set the posts in a bed of concrete to prevent rotting and guard the incline with a heavy rail.

A FUND of \$57,000 has been garnered by the State Grain Inspection Department of Kansas. The May inspections showed an increase of 378% over the same month a year ago, and earned for the state nearly \$10,000. The grain trade would be proud of this showing were it hinted that the fee for inspection would be reduced on account of the comfortable surplus, but it appears that the fund is being swelled as much as possible for the purpose of creating a record showing. Every shipper in the state should demand a reduction in the inspection fee, as the figures made public by the Department show that it can afford to inspect grain for a much lower fee.

CARLOT buyers of grain will be pleased to learn that when the B/L specifies "inspection allowed" they can borrow the B/L from their local bank, exhibit it to the railroad agent as evidence of right to inspect, overhaul the contents of the car, and if not satisfactory, return the document next day to the bank and declare the deal off. Under the decision of the Kansas City Court of Appeals, published on page 1009 of the Journal for June 25, under the caption "Permission to Inspect," the local bank can turn over the papers to the buyer without payment of draft or even a promise to pay. This will be news to many shippers who have supposed that the only way for the buyer to get possession of an "Order Notify" B/L was first to pay the draft.

OVER-DRAFTS invariably prompt a receiver to look with suspicion upon the shipments of the maker. This is perfectly natural. If you want those with whom you deal to have confidence in your motives and methods, do not expect to inspire it by charging them with dishonesty. Shippers who desire to borrow money from receivers should let that fact be known in a formal, frank communication, not make a draft for it without permission.

A MILLER who has suffered occasionally because of shippers overgrading and overbilling the weight of their shipments, admits that he has long made it a positive practice to stop bidding shippers whom his records show to have persistently overbilled. Buyers are always eager to know what is on the way to their plants and it is to their advantage to have dependable information regarding both quality and quantity, so that they can plan to take care of their sales.

THE PIONEER grain buyers of Ohio and Indiana are not weeping a tear, notwithstanding the younger members of the trade have succeeded in bringing about the death of the long established bag lending custom, which has for the past forty years encouraged farmers to depend upon the millers and grain dealers for their annual supply of bags. The dealers at very few points in either state will longer submit to the bag lending imposition, so grain will henceforth be delivered in bulk.

A TEXAS CORRESPONDENT who was of the opinion that shipper could not erroneously bill a shipment of grain without being liable for a heavy fine, provided by the Interstate Commerce Law, again calls attention to the fact that this law is designed primarily for the protection of the railroads. Underbilling or wrongly classifying a shipment is all right, so long as it does not result in the shipper paying a lower rate or a lower amount of freight. It would seem far better had the law provided a heavy penalty for wrongly stating the weight or the contents of a shipment.

DUPLICATION OF market letters and market information to country shippers is to be discontinued by the St. Louis receivers, if enough of them can get together to issue a joint price current for the market. This useless waste has so long overloaded the mail of country grain dealers that market reports are little valued by the average dealer. When one complete report is sent to the dealer from each of his neighboring markets, he is very likely to keep on file the reports and read up on the grain he has to offer. It would surely work a great economy in the distribution of market information if the duplication could be discontinued everywhere.

THE FOLLY of lighting matches around a gasoline or kerosene engine when the surrounding floor has become soaked with oil is amply demonstrated by an account of a Kansas fire in this number. To make matters worse, a bucket of oil was thrown on the flames in the belief that it was water. This incident once more calls attention to the need for other light in an elevator than a naked flame and bears out the value of laws demanding that receptacles for explosive liquids must be painted a bright red.

LIGHTNING IS striking so many country elevators, the wonder is every association does not invite recognized manufacturers of standard rods to explain to the grain dealers how they can obtain relief from this hazard. The lightning rod exhibit before the Ohio Ass'n was listened to with intense interest, and no doubt many of the dealers will profit by the experiments with electrical currents conducted before their eyes. Elevators improperly equipped, or equipped with inferior rods are just as likely to be burned as the result of a stroke of lightning as those which have no rods.

GRAIN SHIPPERS do not attend summer conventions, or any other meetings, for the pleasure obtainable, but to concentrate their thoughts and actions upon subjects of vital importance to the grain trade. Any effort to combine this business with the pleasures of a summer outing generally result in a weakening of the business program. For this reason it was suggested by many Ohio shippers that the next summer meeting be held at an inland point, dozens of which are available to the dealers of that state. This action would not only increase the value of the meeting, but it would swell the attendance as well.

WHEN a Minnesota Supreme Court, as recently, gives a decision in favor of a grain shipper denying the validity of the fine print limitation of the telegraph company's liability, on an intrastate message, and another state court affirms the validity of the same clause, simply because it was an interstate message and the company had filed its tariff containing the clause with the Interstate Commerce Commission, justice is made a mockery. If mere filing a tariff with the Commission makes all the unfair clauses and conditions binding, why not permit the public service corporations to make a rule that no message shall be received unless the person presenting it wears a green coat. Apparently "everything goes" with the Interstate Commerce Commission. When the chief justice of a state supreme court sharply criticizes regulations that have been tacitly approved by the Interstate Commission it is time for the Washington body to subject tariffs to a real scrutiny in the interests of the entire people.

INCREASES IN rentals for elevator sites on railroad right of way are meeting with active opposition from elevator owners in many sections of the grain surplus states, but little will be accomplished until the grain men all join hands and go after this extortion in earnest. The C. & A. R. R. is renting its right of way to farmers for \$6.00 a mile per year, but if someone wanted a small piece of land for an elevator, the C. & A. would insist on having a large rental fee. This rank discrimination should not be tolerated.

A BILL to compel the inspection of grain by buyers before it is purchased from the farmer is being prepared by a member of the Ohio Ass'n, as reported on page 57 of this number. The proposed bill, in its present state, may need considerable revision, but the idea is a good one, and if it accomplishes nothing more it will at least compel dealers to look at the grain offered before permitting it to be dumped. It is unfortunate that a need should be felt for state legislation to force an elevator operator to look out for his own interests.

FURNISHING POWER for elevating grain is one of the duties a Kansas dealer is imposing upon his Ford engine. Evenings and Sundays the same power plant carries the family over the surrounding country on short pleasure trips. This is not a new idea. Many grain elevators are equipped with engines similarly out of place, weight and stability being sacrificed for speed, with the result that the motor is quickly jarred out of service. When installing an engine the dealer seeking the maximum of efficiency at the minimum of expense for upkeep should consult a man in the engine business the same as he would seek the advice of an automobile man when wishing to buy a car.

OHIO GRAIN dealers have long been striving to bring about the buying of all grain strictly on grade, and at many elevators in that state are posted the placard reproduced in our report of the Ohio meeting, elsewhere in this number. Many Ohio dealers clean the farmers grain thoroly before weighing it, and let him haul the screenings back to the farm. In this way both the farmer and the grain dealer get a better price for the cleaned grain. The practice of paying grain prices for screenings will never prove profitable, and it is up to all buying grain from farmers to reform. The sooner the dealers start buying grain strictly on grade, the easier will it be for them to classify their purchases according to the rules governing the grading of grain in the market to which it is generally shipped. If the country grain buyers will grade their purchases as rigidly as their sales are graded at destination, they will be much more likely to realize a profit from the handling of the grain.

FALLS in elevators have taken the life of one employe and caused the serious injury of two others since the last number of the Journal. The man killed was being lowered in a Texas elevator by a rope to the bottom of a bin when the rope suddenly parted, plunging him head foremost to the bottom, and breaking his neck. In Ohio and Indiana 12-foot falls resulted in concussion of the brain and spine in one instance and fractured head and shoulder in the other. The danger of permitting children to play within or around the elevator is again demonstrated, an Iowa youth receiving severe bruises before he could be disentangled from the manlift.

FIRES—More than a score of fires are reported in the news columns of this number, one of the plants destroyed having been in continued service in Massachusetts for fifty years. The loss in money will total close to \$300,000 while the loss thru inability to carry on business can not be estimated. The causes were many and varied. Seven fires were caused by lightning, the resultant fires smouldering in some instances for many hours before breaking into flame. A hot box in the cupola of one elevator, an explosion of gasoline in the engine room, and an overheated bearing in the boot are other causes reported. Twelve reports of fires give no cause of origin.

ENFORCEMENT of the proposed law requiring the installation of dust collectors in Oklahoma elevators has been indefinitely suspended owing to the opposition encountered among dealers of the state. Those who fought the measure should consider carefully the many methods whereby a dust collector earns money for the owner of a plant where it is installed. It insures elevator operators against asthma, tuberculosis and other diseases due to inhaling dust-laden air, and it reduces the fire hazard. These items alone make it one of the most desirable improvements in a country elevator.

THIRTEEN OHIO towns report scooper activity in this number of the Journal, supplementing the many reports of the pest which were contained in the news columns of that state in the June 25th Journal. The appearance of a scoop shoveler in any community is generally an indication that the farmers do not understand that the elevator men invest their money, time and ability to handle the grain of the section to the best advantage for everyone concerned. The elevator man is in business every day of the year and has sufficient money invested to make it necessary for him to fulfill his contracts, while the scooper does business only when the movement is active and only lives up to those contracts which insure him a profit.

United States Grain Standards Act.

The Senate July 7 amended the Grain Grades Act to give 120 instead of 60 days' notice of establishment or changes in grades; to include grain consigned for sale; to appropriate \$250,000 instead of \$125,000 to carry the Act into effect; specifically to provide "Nothing in this Act shall prevent any person from selling or buying grain by sample, regardless of its grade"; and several sections have been completely rewritten, or clauses added as follows:

Sec. 4. * * * * * Provided further, That any such grain sold, offered for sale, or consigned for sale by grade may be shipped or delivered for shipment in interstate or foreign commerce without inspection at point of shipment by an inspector licensed under this Act when shipped from a place at which no such licensed inspector is located, to or through any place at which an inspector licensed under this Act is located, subject to be inspected by a licensed inspector at the place to which shipped or at some convenient point through which shipped for inspection, under such rules and regulations as the Secretary of Agriculture shall prescribe, and subject further to the right of appeal from such inspection, as provided in section six of this Act:

And provided further, That in any State where there has not been established, either by the laws of the State or by the rules and regulations of any commercial exchange, a system of grain inspection, this Act shall not apply as far as it relates to the shipment or delivery of grain entering into interstate or foreign commerce, but such grain shall be inspected at the terminal point if shipped to a State having a system of inspection, and if shipped to a foreign country through a State having a system of inspection it shall be inspected at the most convenient point within such State.

Board of Appeals.—That there is hereby established in the Department of Agriculture a board of grain appeals. Such board shall consist of five members, to be appointed by the Secretary of Agriculture. The salaries of the members of this board shall be per annum. The board of grain appeals shall, under such rules and regulations as the Secretary of Agriculture may prescribe, pass on all appeals which may be taken from the inspection and grading of grain by inspectors licensed under this Act; but in States where there have been established systems of grain inspection with State boards of appeals, appeals shall be considered only from the findings of such State boards of appeals. The board of appeals shall also, under the direction of the Secretary of Agriculture, pass on the qualifications of applicants for license under this Act.

Sec. 6. * * * * * Any interested party may call for reinspection or appeal the question, in accordance with the laws, rules, or regulations in force or provided at the place of inspection, with a further right of appeal from any final decision rendered under such laws, rules, or regulations, to the Secretary of Agriculture, and the Secretary of Agriculture is authorized to cause such investigation to be made and such tests to be applied as he may deem necessary and to determine the true grade:

Sec. 7. * * * * * Provided, That in any State which has or which may hereafter have a State grain inspection department established by the laws of such State, the Secretary of Agriculture shall issue licenses to the persons duly authorized and employed to inspect and grade grain under the laws of such State. The Secretary of Agriculture may suspend or revoke any license issued by him under this Act whenever, after opportunity for hearing has been given to the licensee, the Secretary shall determine that such licensee is incompetent or has knowingly or carelessly graded grain improperly or by any other standard than is authorized under this Act, or has issued any false certificate of grade, or has accepted any money or other consideration, directly or indirectly, for any neglect or improper performance of duty, or has violated any provision of this Act or of the rules and regulations made hereunder. Pending investigation the Secretary of Agriculture, whenever he deems necessary, may suspend a license temporarily without hearing: Provided, That no inspector or deputy inspector licensed by the Secretary of Agriculture to inspect or supervise the

grading of grain shall, during his term of service, be interested, directly or indirectly in the handling, storing, shipping, purchasing, or selling of grain, nor shall he be in the employment of any person or corporation financially interested in the handling, storing, shipping, purchasing or selling of grain.

Sec. 11. That if any clause, sentence, paragraph, or part of this Act shall, for any reason, be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, or part thereof, directly involved in the controversy in which such judgment shall have been rendered.

The foregoing amendments were agreed to and ordered printed, and changing the designation from Grain Grades Act to United States Grain Standards Act, as an amendment proposed by Senator Gore to H. R. 12717, making appropriations for the Department of Agriculture.

The bill has been wonderfully changed and many more amendments have been proposed, so that even tho the bill does get thru as a rider to the Agri-Appropriation bill uniform grades and uniform inspections will still be far away.

Grain Growers at Meetings of Dealers.

The Miami Valley Grain Dealers Ass'n of Ohio has decided to invite farmers to attend all of its meetings hereafter, in the hope of educating the growers to some of the difficulties with which the grain shipper has to contend, to the end that they may more fully justify the petty profits which some of them try to get out of the business. At one meeting of the association held recently, 43 farmers were in attendance, and the dealers were not only delighted by the results of their experiment, but pleased by the encouragement tendered by growers of good grain, who insisted that all grain should be paid for strictly on grade. That would be real encouragement for farmers to take better care of their grain and market it in better condition.

The Northwestern Ass'n of grain dealers has gone one step farther. Fearing that farmer visitors might hesitate to participate in the discussion, or to vote on questions which might in some way effect them, the association has invited them to become associate members, at \$1 per year. This will give the grain growers not only the right to vote in the meetings, but will also entitle them to copies of all circulars issued and keep them in closer touch with the economies the grain dealers are striving to effect in the marketing of grain.

Everyone seems delighted with the experiment, and the dealers seem confident that they will not only get many helpful suggestions from their farmer friends, but will also educate grain growers to many of the difficulties surrounding the grain business and so thoroughly post the farmer as to the actual conditions existing that he will not prove profitable prey for the scheming agitators.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Regulation Requiring Installation of Dust Collectors Suspended.

Grain Dealers Journal: We have suspended our order requiring the installation of dust collectors in elevators in this state. This order met with considerable opposition from some of the grain dealers and others installed an exhaust fan system. Those who have installed the system are highly pleased with it. Many others, however, have not even seen it work, and the department wants to be absolutely fair in this matter. To that end, we discussed the proposition pro and con with a committee at the grain dealers meeting, and it was decided that this committee would meet with me and we would install some eight or ten different styles of exhaust fan systems in elevators in this state and give the matter a thoro trial. In the meantime, the department is not insisting that those who have had this order comply with it, altho many of them are doing so. I hope to meet this committee soon and get to work on this proposition.

Men who have installed the fans tell me they would not be without them, and it is apparent at this time that the requirement of the department will be met without any opposition. However, as I stated, we want to be absolutely fair and at the same time, we want to be sufficiently advised that we can recommend certain equipment that will do the work at the least possible expense. We feel that the work of this committee, in installing different makes of fans and systems will develop the idea we are seeking.

The Department takes this position on the exhaust fan or dust collector proposition. In the first place, 25% of the mortality in the milling industry are consumptives and this is, no doubt, due to the excessive dust, especially in the elevators.

Secondly, grain dealers have great difficulty in securing permanent help, and our observation is, that this is due to the dust problem.

Third, we realize, that the fire hazard will be greatly minimized if the dust can be properly carried out of the elevator.

I have been in elevators in this state that were cleaned quite regularly and yet have found one to three inches of dust in them. Last of all, we believe that if the dust is taken from the wheat during the operating process, that the product will be worth more money on the market and that in the long run, grain dealers will realize on their investment to a much greater extent than they anticipate.

The department is doing everything in its power to make itself an asset to the employers of labor in this state. We are trying to give them the most modern ideas that are obtainable and we do not desire to compel them to do one thing that will in any way be detrimental to any industry.

We believe that the general subject of safety, sanitation and ventilation is purely a business proposition, and that if carried on conscientiously, and systematically, will repay tenfold for every dollar invested.—Yours very truly, W. G. Ashton, Commissioner of Labor, Oklahoma City, Okla.

Legislation Against Fraudulent Overbilling.

Grain Dealers Journal: Just about twelve months ago we had shipped to us by E. R. & D. C. Kolp, then of Oklahoma City, car of milo maize, which was shipped originally by Singley Brothers, Wellington, Tex., and diverted by E. R. & D. C. Kolp from Altus to Claremore, Okla. The papers and billing of this car bore every evidence of having the weights juggled, apparently having been raised some six thousand pounds, either at the instance of one or both of the parties to the transaction. We have not yet been able to get satisfactory adjustment. E. R. & D. C. Kolp have gone into bankruptcy and Singley Brothers have all but declined to give us any information regarding the shipment, stating that they are without any records, or their records have been misplaced. We still have the matter under investigation.

Such practices as this should be stopped and we think the sooner the trade takes cognizance of the situation and agitates suitable legislation, it will be beneficial to all concerned.

We have had an experience of more recent date when two cars of wheat were shipped from a point in Oklahoma by W. B. Fitzpatrick, of Mounds, operating as the Mounds-Buhr Mill & Elevator Co., in which it seems to develop that the cars were considerably overbilled, notwithstanding the fact that Bs/L were in order and properly signed. Up to the present time, W. B. Fitzpatrick seems to be a fugitive from justice and the Interstate Commerce Commission indicates there is no penalty for overbilling, stating in part as follows:

"By billing the grain at a greater weight than the true weight, in this case, a higher rate was paid than if true weight had been given."

The editorial on page 813 in the Journal referring to the fine of \$5,000 for false billing was misleading.

As a matter of fact, there is no law in effect at this time which provides a fine where shipments are overbilled. By referring to the "Act to Regulate Commerce," Sec. 10, paragraph 3:

Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine of not exceeding \$5,000 or imprisonment in the penitentiary for a term of not exceeding two years or both, in the discretion of the court.

It is apparent that the penalty applies only where there is an effort to "obtain

or attempt to obtain rate less than the rate then established and in force on line of transportation."

The overbilling of any car does not seem to present a violation of the statute.

We think it is high time that some attention be given to this feature, as has been outlined by one of the Southwestern Ass'ns as indicated in the editorial.—Pittman & Harrison Co., Claremore, Okla.

Avoid Long Contracts with Farmers.

Grain Dealers Journal: With regard to farmers breaking their contracts we believe it is best never to make long contracts with farmers. By buying their wheat and insisting that it be hauled at once they are left no chance to back out on a contract.

Delivery of dirty wheat by farmers is taken care of by us by buying all wheat over a cleaner, giving the cleanings back to the farmer and paying for the cleaned wheat.

Never advance money to farmers for their wheat; and never, never store any wheat for farmers, thereby leaving no chance to disagree in a settlement.—Graham Milling Co., Lancaster, O.

Northwestern Dealers Governed by State Laws.

Grain Dealers Journal: I have noticed in recent issues of the "Journal" suggestions regarding handling stored grain; and would state that in practically all the Northwestern states the dealer is governed by the state laws and can not do as he would like to.

All warehouses are public (I refer to those at primary markets) and the law only permits of two reasons for refusing to receive grain in store; one, unmerchantable; the other lack of room; then, too, the law will not allow the warehouseman to in any way limit his liability.

In South Dakota grain not checked out in 48 hours must be considered as stored and a storage ticket similar to Minnesota issued; but I do not understand that this law is being rigidly enforced.

There is no question but, if the states require warehousemen to store grain for farmers they should make a reasonable charge for the service compulsory; but the dealers themselves are greatly to blame for free storage as in many cases it has been granted to attract business.—E. P. Westphal.

EXPORTERS in our market are making inquiry for wheat and will buy for forward shipment when the wheat is offered. Limits have been advanced.—L. W. Forbell & Co., New York.

A NEW TYPE of freight steamship, the Milazzo, which is equipped with a system of elvtrs. and railroad tracks for facilitating loading and discharging cargoes, arrived in New York harbor July 1 to take on a load of grain. Tunnels thread the holds of the Milazzo, and thru these run cars. Elevators lift the cars to platforms higher than the tops of the ship's funnels and the cargo being discharged is shot down chutes from the platforms. The Milazzo has a cargo capacity of 14,000. She is 512 feet long and 65 ft. 8 in. wide, carries quadruple expansion engines of 4,000 H. P. and has a speed of 11 knots. A sister ship, the Voltorno, will follow the Milazzo in September.

Telegraf Company Held to Account by Minnesota Court.

The Supreme Court of Minnesota on June 9, 1916, decided in favor of C. S. Tredway, of Pipestone, Minn., and against the Western Union Telegraf Co., defendant, in his suit to recover damages growing out of the rise in price of wheat after the failure of the defendant to transmit to Minneapolis his order to buy 5,000 bus. on Jan. 25, 1915.

Being an intrastate message, the Interstate Commerce Act under which the telegraf companies have limited their liability does not apply.

Defendant interposed in defense, among other things, that the message was received by defendant for transmission to the addressee thereof under a contract by the terms of which the liability of defendant for any failure or neglect to transmit the same was fixed at the sum of \$50, "at which amount," the alleged contract reads, "this message is hereby valued." The contract is found in the printed conditions appearing upon the back of the paper on which the message was written.

Justice Brown of the Minnesota Supreme Court said: Telegraf messages in the nature of things can have no fixed or ascertainable value which may fairly be made the basis of a contract limiting liability on the part of the telegraf company. Neither can the damage likely to result from mistakes of operators or from the failure to transmit the message be ascertained or determined in advance, not even with approximate correctness. Any attempt to do so, whether in the form of an express contract fixing a "value" to the message, or otherwise, would find support only in the arbitrary agreement of the parties, an agreement not founded upon known or ascertainable facts. Of necessity the injury suffered either by the sender or addressee of the message must be measured by the character and extent of the error of the operator, or by his failure to transmit the message at all, the consequences of which can be known only after the failure or error has occurred. The injury may be measured by and wholly depend upon the length of time the transmission is unnecessarily delayed, and the change in conditions in reference to and surrounding the subject-matter of the message during the delay. It may be measured wholly by a mistake in the transmission.

If a message be sent by the owner to his agent authorizing an acceptance of \$22 per acre for a tract of land for which the agent is negotiating a sale, and the message goes through fixing the price at \$20 per acre, upon which the sale is completed, the injury is the loss of \$2 per acre for the land. By no possible method could this have been ascertained in advance; for the nature of the error of the operator could not be foretold. The same situation necessarily is presented in connection with practically every message that may be offered for transmission.

There exists no fair basis for a stipulation fixing the value of the message at a definite amount, when, in fact, the injury resulting from the failure promptly to transmit and deliver this same depends wholly and entirely upon the nature and character of the subsequent default of the company. This clearly differentiates the case from those upholding contracts for the transportation of property.

But it would seem that our statutes also fully dispose of the question adversely to defendant. Section 6256, G. S. 1913, provides as follows:

"Persons and corporations engaged in the business of transmitting messages by telegraf lines are common carriers, and as such shall serve all persons, without discrimination, * * * for reasonable compensation; and every contract, notice, or condition stipulating for exemption from liability for the consequences of their neglect shall be void."

Section 6259 imposes diligence upon the part of such companies in the transmission and delivery of messages, and for a failure thereof declares that the company shall be "liable in a civil action at the suit of the party injured for all damages sustained by reason of such neglect or omission."

The damage to result from a failure correctly and promptly to transmit the same

is determinable only when the default and nature thereof is disclosed. The Legislature had these considerations in mind when considering the statute, and intended by its enactment to preclude the right to enter into a contract by which a valuable right might be surrendered, and a release from negligence granted, without sufficient basis in fact or reason to support the same. This prohibition necessarily precludes the right to "value" a telegraf message; such value being intended by the parties as a limitation on the liability of the telegraf company. We are also clear that there can be no partial exemption from liability. —158 N. W. Rep. 247.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Must Grain Shippers Inspect Cars for Railroads?

Grain Dealers Journal: Enclosed herewith is a copy of Form 1579, issued by the Santa Fe, for preparing reports on Bulk Grain, Car Condition and Weight. The Santa Fe asks us to fill in a part of this form, showing the kind of scale we used in weighing the grain, number of grain doors and what other efforts we made to cooper the car, as well as the number of drafts by which the grain was weighed into the car.

Now all that seems perfectly reasonable, but the final request for information does not necessitate our writing anything other than our signature. Right above the line provided for the signature of the shipper is printed the following line:

"The car was thoroly examined and found to be in suitable condition for bulk grain loading. End windows were fastened on inside of car."

In our opinion the railroad company is demanding entirely too much. By degrees they are forcing grain shippers not only to cooper their cars and line them, but thru the medium of the last statement of this form, they require us to become car inspectors, without compensation. We always inspect our cars and try to avoid entrusting our grain to any box car which is not in fit condition to carry the grain to destination, but when it comes to demanding that we issue a certificate on the good condition of the car, we balk.

If it were not in fit condition, the railroad should not have tendered it to us for our grain. The next thing the grain shippers know, the railroads will be demanding that we inspect the packing of the journal boxes, to determine whether or not the car is in fit condition to run. We think the railroad agent at the initial point is the man who should report upon the condition of the car before it is tendered for loading. Few shippers of any experience have not been startled by leaks in cars which they supposed were in good condition, but which developed leaks of such proportions as soon as the grain was loaded that it became necessary to do a great amount of cooping, or else unload the grain.

We most emphatically object to serving as car inspectors for any railroad, and shall vigorously oppose any efforts made to compel us to sign a statement regarding the condition of the car. If other shippers along the Santa Fe have had any experience in collecting claims, after having given the car a certificate of good character, we would be pleased to know how they came out. For one, we think the Santa Fe is asking entirely too much.—N. N. L. & Co.

Liability for Stored Grain Fixed in Minnesota.

The Grain Dealers Journal: In the Journal of June 10 the elevator man who stores grain for farmers free is advised to issue storage receipts for each lot received, showing clearly and explicitly on what conditions he accepts the grain for storage, etc. Can the Journal inform me if under the Minnesota laws an elevator owner can when storing grain free have storage tickets so printed as to avoid the liability for the grain, if destroyed?

It is my impression that an elevator owner can not evade the liability which the Minnesota law imposes on a public warehouseman.—Subscriber.

Ans.: Under Chapter 302, laws of Minnesota, which went into effect May 1, 1905, fine and imprisonment is provided for a warehouseman, "who shall issue any kind of a slip, memoranda or any other form of receipt" than that prescribed in Sec. 1. Consequently it is out of the power of the warehouseman to print his tickets to avoid liability.

The prescribed form of receipt reads "to be stored and insured."

The law prescribes only the maximum charge for storage, permitting the warehouseman, using the legal receipt, to store free; but such free storage does not entitle him to a waiver from the farmer of duty to insure.

This is made clear by Paragraph 2092, "The delivery of grain to any warehouseman for storage, altho it be mingled with that of others or shipped or removed from the original place of storage, shall be deemed a bailment and not a sale." Thus the grain is at all times the property of the farmer and must be kept insured by the warehouseman. Every country elevator having rail shipping connections is declared by the law to be a public warehouse.

The insurance specified is against fire, and if the grain is damaged by flood or tornado, without negligence of the warehouseman, the farmer would bear the loss.

The elevator owner can not evade the liability imposed by the Minnesota law.

Coming Conventions.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Aug. 3.—Michigan Hay & Grain Dealers Ass'n at Battle Creek.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

Our Callers

J. J. Overmeyer, Kouts, Ind.

Elmer Hutchinson, Arlington, Ind.

V. E. Butler, Minneapolis, Minn.

J. W. McCord, sec'y Ohio Grain Dealers Ass'n, Columbus, O.

G. T. Martin, mgr. Kansas City Alfalfa Feed Co., Kansas City, Mo.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Sterling, Colo., July 5.—Crops looking good, tho not up to last year. Corn and other grain in need of rain at present.—M. J. McMullen, gen. mgr. Farmers Elvtr. Co.

ILLINOIS.

Glenavon, Ill., June 27.—Crops look good.—L. J. West.

Ridge Farm, Ill., July 5.—The prospect for corn is good, but a little late—Farmers Elvtr. Co.

Texas City, Ill., June 27.—Wheat will not make over 25% of an average crop. Corn and oats look fine.—W. T. Garner.

Keensburg, Ill., July 7.—Wheat crop in this locality yielding from 5 to 15 bus. Corn looking good, but will need rain soon.—Shultz & Bump.

Mill Creek, Ill., July 8.—Wheat yielding about 6 bus.; quality poor; oats harvest has begun; crop will be short account rust caused by excessive wet weather.—Scott Jordan.

Carbondale, Ill., July 5.—A very poor crop of wheat here. Will not average more than 5 bus. to the acre. Oats looking thin. Corn has good color and reasonably clean. Some corn on bottom land laid by.—Carbondale Mill & Elvtr. Co.

Champaign, Ill., July 7.—Corn looks fine, and is making great strides with this weather. Oats are looking good, tho some dealers fear they may be a little light unless we have some cool weather right soon. The corn in some localities south of here is shoulder high and has commenced to tassel.—Junius A. Flanders.

INDIANA.

Kouts, Ind., July 5.—Our oats and wheat prospects were good until July 2, when we had a severe storm which brot a lot of it down. Corn has good growth and prospects are best ever.—J. J. Overmeyer.

IOWA.

Dickens, Ia., July 6.—Crops are fine here. It is none too wet; just right.—C. M. Vaney.

Woodstock, Ia., July 6.—Early oats are good, but beginning to turn; not suffering for want of rain. Farmers in general are feeling encouraged over crop prospects.—W. H. Nail, agt. Ind. Grain & Lbr. Co.

Belmond, Ia., July 4.—Corn is growing by leaps and bounds owing to a heavy rain and hot weather after. Oats will head out short. Probably will fill good and be heavy, but will not run very heavy in bus. to the acre.—Belmond Grain Co.

Des Moines, Ia., July 5.—Corn made very rapid growth during the past week; much of it is now nearly up to the normal. Many fields have been laid by and practically all of it is clean. As a whole, small grain is generally good, but winter wheat is badly rusted in some localities and oats have headed short.—Charles S. Marvin, chief U. S. Dep't of Agriculture.

Shipley, Ia., June 29.—Corn is doing fine. Weather here is warm and seasonable, and crop is clean of weeds; 80% of the crop has been cultivated 3 times and some stretches 4 times. Fields are spotted on account of early cold weather. The crop is from 4 inches to knee high, and in better condition than last year at this time. Oats spotted, heading out fine.—C. V. Norris, mgr. Central Iowa Grain Co.

KANSAS.

Bunker Hill, Kan., July 7.—Harvesting nearly done; wheat averaging about 12 bus.—C. A. Sperry, mgr., F. D. Sperry.

Lebanon, Kan., July 7.—Wheat yield will be good; corn looks fine, but will need rain.—C. M. Isom, agt. Lebanon Mill & Elvtr. Co.

Albert, Kan., June 29.—Wheat crop entirely destroyed by hail about 2 weeks ago, and farmers are starting to plow it up.—W. B. G.

Russell, Kan., July 7.—Harvesting well under way; yield will be 10 to 12 bus. of fine milling wheat.—B. F. Herren, mgr., Russell Mlg. Co.

Linn, Kan., July 6.—The quality of about 50% wheat harvested is fine; yield 13 bus. Oats crop good. Prospects for corn are good.—F. H. Hoerman.

Lindsborg, Kan., July 7.—We will have a good grade of wheat and average will be about 15 bus.—A. B. Magnusson, mgr. Farmers Union Elvtr. Co.

Wilson, Kan., July 9.—Wheat of exceptionally good quality and color; average 10 to 12 bus.; harvesting well under way.—V. B. Kvasniska, mgr. Farmers Elvtr. Co.

Dorrance, Kan., July 7.—Wheat will average 12 to 15 bus. and will be fine quality. Farmers have over 95% cut.—W. D. Henderson, sec'y-mgr., Farmers Elvtr. Co.

Assaria, Kan., July 7.—New wheat coming in testing 61 and 62 lbs. and a fine dark color, yielding an average of 20 to 25 bus.—E. C. Haines, mgr. Farmers Elvtr. Co.

Kinsley, Kan., June 27.—General average crop of wheat seems to be 12 to 15 bus., with exception of Dillwyn, which suffered from hail, bringing average down to about 7 bus.—W. B. G.

Hugoton, Kan., June 27.—Farmers cutting wheat in this section now with fine weather for it; straw and heads short, but heads are well filled; I look for extra good quality this year; will probably average 10 bus.; spring crops good; stand good and plenty of moisture to run until wheat harvest.—H. C. Knight.

MICHIGAN.

Big Rapids, Mich., July 6.—The rye, oats and wheat crops are fairly good, and will be ready for harvest in 5 days.—Lester J. Stimson.

Lansing, Mich., July 7.—Wheat average estimated yield 15.67 bus.; rye, 13.90 bus. Condition of corn 68%, compared with 71% a year ago. Buckwheat acreage sown or to be sown compared with last year 105%. Beans acreage planted or to be planted 100%; condition 84%.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Ada, Minn., June 26.—Crops look fine; about 25% less seeded than last year.—John A. Munson, agt. Ada Mlg. Co.

Montevideo, Minn., July 6.—Have had over abundance of rain this summer; many acres drowned out; small grain, however, is very well stood and we think, quite able to withstand warm weather we are having; corn late again this year; what there is was late in being put in; must have lots of hot weather to produce any corn this year.—R. V. Gordon, Chippewa Mlg. Co.

Minneapolis, Minn., July 5.—All small grains have shown very rapid development on account of favorable weather for the past week. Corn is also greatly improved and dry weather has allowed of cultivation

which was badly needed. Although still late, corn is knee high in some places in South Dakota and Minnesota, but the fields are not as free from weeds as might be desired. Some velvet chaff wheat has headed as well as barley and oats. Recent weather has been favorable for the grain which was stubbled in and at present it looks surprisingly good. The critical period of this crop will be reached in three or four weeks and sudden developments might occur at any time to change the present outlook.—The Van Dusen Harrington Co.

MISSOURI.

Farmington, Mo., July 7.—No wheat crop to speak of; not 1/4 of a crop this year.—Giessing Milling Co.

Diggins, Mo., July 7.—Wheat is poor stand, not over 1/4 crop; good quality. Oats above average, corn looking good. Hay is the best for years.—N. O. Jacobsen.

St. Louis, Mo., July 9.—After a 3-weeks' trip thruout the state covering the principal wheat district, I place the estimate wheat crop at 12,500,000 bus. My estimate mailed to the Grain Dealers Journal on July 9, 1915, was only 800,000 bus. less than the crop last year. Wheat this year is exceptionally good quality, testing as high as 61 1/2 to 62 lbs.—Ed Hasenwinkle, of Graham & Martin Grain Co.

NEBRASKA.

Wilcox, Neb., June 27.—Wheat could not look better; corn doing fine but a little late; if we do not get any hail we will have one of the best crops that we have had in the last 10 years.—H. G. Otto, mgr. Farmers Grain & Shipping Ass'n.

Omaha, Neb., July 5.—Made a trip over Nebraska, covering a distance of 1,051 miles, and found small grain magnificent everywhere; believe that wheat will average over 20 bus. Corn is very spotted; from Holdredge west very backward; from there east it is making wonderful growth, but would judge 1/2 is not over 8 ins. high; on the whole the stand is good and with sufficient moisture will produce large crop.—Rudolph Beal, of Beal Commission Co.

OHIO.

Marion, O., June 26.—Wheat looks very poor; oats acreage large; very weedy.—Ruffing & Missler.

Rockford, O., June 29.—Fair crop of oats and corn in this section but wheat is a total failure.—Equity Exchange Co.

Chippewa Lake, O., June 28.—Wheat about half crop thru this section; oats look fine; corn backward account late planting.—C. W. Carlton.

Ankenytown, O., June 26.—Wheat light yield; quality promises to be fair as far as can be told; corn planted late; weather has been too cold and wet for growing; acreage large.—Syler Bros.

Milton Center, O., June 30.—Weather conditions have put the farmers back 2 weeks. Corn is beginning to look fair. Quite an acreage here, that was not planted owing to rains.—Garrison Grain Co.

Rex, O., July 8.—Wheat will make about 15 bus.; quality will be excellent with favorable weather until next week, when threshing will begin out of the fields; corn looking fine; oats condition ordinary.—J. A. Brubaker & Son.

The Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S. bus.	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1 to July 1, bus.	513,474,000	433,340,000
U. S. wheat exports, July 1 to July 1, bus.	356,225,000	302,089,000
Argentine wheat exports, Jan. 1 to July 1, bus.	144,319,000	116,209,000
Wheat, visible supply, July 1, bus.	42,628,000	7,948,000
Canadian visible wheat supply, July 1, bus.	22,622,000	4,550,000
OATS CROP, U. S. bus.	1,517,478,000	1,141,060,000
Oats receipts, primary markets, Aug. 1 to July 1, bus.	286,414,000	260,055,000
U. S. oats exports, July 1 to July 1, bus.	117,139,000	97,243,000
Oats, visible supply, July 1, bus.	12,452,000	4,345,000
CORN CROP, U. S. bus.	3,090,509,000	2,672,801,000
Corn receipts, primary markets, Nov. 1 to July 1, bus.	184,111,000	194,743,000
U. S. corn exports, July 1 to July 1, bus.	30,803,000	40,858,000
Argentine corn exports, April 1 to July 1, bus.	182,871,000	176,079,000
Corn, visible supply, July 1, bus.	6,870,000	5,225,000
FLOUR EXPORTS, U. S., July 1 to July 1, bbls.	18,203,000	16,141,000
RYE EXPORTS, U. S., July 1 to July 1, bus.	15,158,000	12,526,000
BARLEY EXPORTS, U. S., July 1 to July 1, bus.	25,204,000	10,167,000
CHICAGO BOARD OF TRADE CLEARINGS FOR JUNE.....	\$9,682,156	\$12,266,000

Rochester, O., July 1.—Rains have improved wheat in this section, until it will be at least half a crop. Two weeks late cutting. So much rain made oats planting late, but looks good for 90%. Corn is very small.—Rochester Elvtr. Co.

Milton Center, O., June 26.—Prospects for grain in this section good; oats look fine; corn a little late but with good weather will make a good crop; no change in grain dealers at this place.—John Hathaway, mgr. L. L. Cass Elvtr.

Maria Stein, O., June 27.—Expect what wheat there is to turn out pretty fair but too much plowed up for oats; oats look fair but way back yet; corn very small on the average; had no warm weather yet to make it grow; everything backward account wet and cold weather.—Henry Kramer, agt. Myers & Patty Co.

Grelton, O., June 26.—Corn now grading No. 3, taking 70 lbs. of ear corn to make a bu. of shelled corn; farmers behind with spring work; wheat harvest will be small; estimated yield 20 bus., compared with 30 to 40 bus. last year; very little bit of new corn will be knee high on July 4; unless we have right kind of season and late fall, corn will be slimmer than last season.—Chas. B. Krohn, mgr. Farmers Grain & Seed Co.

OKLAHOMA.

Wagoner, Okla., June 17.—Wheat and oats are light, but will be good quality.—J. A. Arton of Algood Mills.

Dacoma, Okla., July 7.—Wheat making from 12 to 23 bus.; all good quality.—E. P. Clark, mgr. Choctaw Grain Co.

Ingersoll, Okla., June 25.—Wheat light yield this year; average about 13 bus.—George F. Miller, mgr. Farmers Union Ass'n.

Oklahoma City, Okla., July 1.—Wheat has a growing condition of 61%. This is 3% below the condition of one month ago, and 19% below condition on same date last year. The estimated average yield is 10 bus. per acre for this year's crop. Oats has a growing condition of 56%. This is 5% below the condition of last month and 29% below condition on same date last year. In the north central part of the state a large part of the oats crop will not be harvested, on account of poor stand and damages by green bug. Estimated average yield is 22 bus. per acre. Growing condition of corn 86%, or 10% above condition one month ago, and 2% above condition a year ago. Broom corn has a growing condition of 85%.—F. M. Gault, Pres. Okla. State Board of Agriculture.

PENNSYLVANIA

New Castle, Pa., July 8.—Drove 20 miles in automobile today; never saw better wheat; corn looks good; acreage small; with favorable weather will have bumper crops here this year.—C. T. Hamilton.

Government Crop Report.

Washington, July 7.—The Crop Reporting Board of the Bureau of Statistics makes the following estimates from the reports of its correspondents of the production of grain on July 1:

	Oats.		
	July 1, cond. *Bus.	June 1, cond. *Bus.	1915. *Bus.
New York.....	33,864	35,535	54,270
Penn.	35,834	34,551	43,329
Ohio	58,430	58,412	69,003
Indiana	61,989	58,006	65,520
Illinois	172,993	164,606	195,435
Michigan	47,585	45,280	64,250
Wisconsin	78,520	77,501	99,975
Minnesota	121,421	108,384	134,375
Iowa	182,803	177,472	178,000
Missouri	39,311	35,538	31,850
N. Dakota.....	77,234	70,760	98,000
S. Dakota.....	60,850	52,773	72,450
Nebraska	61,912	66,063	70,400
Kansas	42,942	41,667	43,725
Texas	31,400	29,354	44,375
Oklahoma	14,223	17,750	27,600
Montana	29,160	28,259	31,200
U. S.....	1,316,867	1,254,834	1,540,362

Winter Wheat.

	Forecast from		
	July 1 cond. *Bus.	June 1 cond. *Bus.	Final 1915. *Bus.
New York	7,490	9,750	9,750
Penn.	25,316	24,412	24,605
Maryland	10,708	10,301	10,272
Virginia	17,344	17,149	16,974
North Car.....	9,692	9,811	10,355
Ohio	20,955	19,958	40,194
Indiana	19,090	18,474	47,300
Illinois	16,539	16,628	53,200
Michigan	12,482	12,014	20,448
Iowa	6,804	6,250	10,965
Missouri	18,935	19,453	34,108
Nebraska	65,722	62,732	66,618
Kansas	110,261	100,514	105,938
Kentucky	9,498	9,631	9,900
Tenn.	8,771	9,286	9,030
Texas	10,945	9,618	22,862
Okla.	29,135	27,255	36,540
Montana	10,620	9,744	18,255
Colorado	6,597	6,901	8,060
Utah	5,056	5,482	6,125
Idaho	8,415	8,451	11,310
Wash.	15,265	14,574	30,636
Oregon	11,631	11,354	16,200
California	4,699	4,377	7,040
U. S.....	489,030	469,066	655,045

Spring Wheat.

	July 1, 1916. *Bus.	June 1, 1916. *Bus.	Final, 1915. *Bus.
Minnesota	61,269	58,523	72,250
North Dakota.....	90,570	79,356	151,970
South Dakota.....	52,186	46,170	61,200
Washington	15,731	14,650	19,758
U. S.....	269,517	246,000	356,460

Corn.

	June 1, 1916. *Bus.	Final, 1915. *Bus.	Five yr. av'ge. *Bus.
Pennsylvania	52,918	58,520	60,661
Virginia	54,680	60,562	47,176
North Car.....	59,048	64,050	52,600
Georgia	68,360	64,950	56,807
Ohio	135,257	156,040	151,691
Indiana	186,046	190,950	180,464
Illinois	358,104	376,164	348,846
Michigan	50,896	65,000	56,848
Wisconsin	51,026	40,823	60,486
Minnesota	55,539	62,100	81,205
Iowa	323,200	303,000	361,771
Missouri	203,098	209,450	194,253
South Dak.....	80,431	94,250	84,997
Nebraska	181,866	213,000	163,641
Kansas	135,618	172,050	120,415
Kentucky	107,117	114,800	94,125
Tennessee	87,226	94,500	83,311
Alabama	70,649	66,300	54,066
Mississippi	68,391	69,350	57,072
Louisiana	45,881	45,100	37,649
Texas	101,092	175,075	130,145
Oklahoma	94,204	123,900	60,555
Arkansas	61,520	62,100	49,517
U. S.....	2,865,132	3,054,535	2,732,457

*Three 000 omitted.

Barley shows a condition 87.9% of normal, compared with 86.3 June 1, 94.1 July 1, 1915, and a 10-year average of 85.1. The indicated yield is 26.6 bus. per acre, against 32 last year and a 5-year average of 24.6.

Rye shows a condition of 87% of normal, compared with 68.9 on June 1, 92 on July 1, 1915, and a 10-year average of 89.8. The indicated yield is 16.1 bus. per acre, against 17.2 last year and 16.3, the 5-year average.

Flaxseed acreage is 1,591,000, against 1,367,000 acres last year, and a 5-year average of 2,402,000. The condition is 90.3% of a normal, compared with 88.5 last year, and a 10-year average of 86.8. The indicated yield is 9.1 bus., against 10.1 last year, and 5-year average of 7.6.

Rice area is 910,900, against 803,000 acres last year, and a 5-year average of 733,000. The indicated yield is 37.5 bus. per acre, against a 5-year average of 33.3.

THE RURAL CREDITS BILL, which provides for the establishment of farm loan banks by which farmers may more readily obtain credit for agricultural purposes, has passed the Senate, and is awaiting the President's signature.

Grain Exchanges to Attack Natural Shrinkage in the Courts.

At a called meeting of the Council of Grain Exchanges held June 26 at the La Salle Hotel, Chicago, those present considered the advisability and ways and means of applying to the federal court for an injunction restraining the western lines from enforcing the tariff containing the deduction for so-called natural shrinkage, from claims for grain lost in transit.

The Southwestern Tariff Com'te has a similar ruling in force, and the Eastern lines are preparing to adopt the shrinkage clauses.

Among those present were John L. Messmore and Chas. Rippin, St. Louis; Lee G. Metcalf, Illiopolis, Ill., pres. Grain Dealers National Ass'n; J. S. Brown, Chicago, manager Transportation Department Board of Trade; J. S. Shorthill, Hampton, Neb., sec'y National Council of Farmers Co-operative Ass'ns; C. A. Magnuson and W. P. Trickett of Minneapolis, Minn.; C. A. Macdonald, Duluth, Minn.; Geo. A. Schroeder, Milwaukee, Wis.; C. D. Sturtevant, Omaha, Neb., and R. D. Sangster, Kansas City.

It was voted to employ E. P. Smith, attorney of the Omaha Grain Exchange, who already had filed a vigorous brief against the shrinkage deduction, to file suit in the federal court.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Hocking Valley 10116 passed thru Utica, S. D., July 9, leaking wheat on side. I repaired the car and stopped the leak.—Ed Koenig, of Koenig Elvtr. Co.

Soo 20102 passed thru Southam, N. D., July 7, eastbound, leaking wheat at door.—E. I. Ferguson, agt. Spaulding Elvtr. Co.

V. P. 121322 at Maroa, Ill., July 3, eastbound, was leaking yellow corn thru a hole about 2 in. in diameter, about 2 ft. from bottom of car and next to the doorpost. Noticed this while Vandalia local was picking up a car at our elvtr. This car came from west of our station. I stopped leak the best I could, while train was pulling out, and notified the station agt. about it.—C. W. Gober, agt. Shellabarger Elvtr. Co.

A. G. S. 12034 passed thru Savona, O., June 16, with door open and rain beating in on bags supposed to be full of grain. Report was made to conductor.—Henry W. Bowen, with Geo. T. Bowen & Son.

G. N. 14634 passed thru Hamlet, N. D., June 14, leaking wheat slightly at side door. As much as 10 lbs. leaked out while standing. Reported to station agt.—M. S. Kneisel, of Kneisel Bros.

A FURTHER DECLINE in ocean freight rates for grain from the port of Montreal is reported, the latest quotations being 7s. 6d. per quarter for rye and barley, and 6s. for wheat to the ports of Liverpool, London and Glasgow. In the New York tonnage market 8d. per bu. of grain is quoted to these ports.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

Texas City, Ill., June 27.—Wheat will begin to move about the first of July.—W. T. Garner.

Carbondale, Ill., July 5.—Threshing will begin in about a week. About 2,000 bus. old wheat in farmers hands.—Carbondale Mill & Elvtr. Co.

IOWA.

Shiopley, Ia., June 29.—Plenty of old oats in farmers hands more than for two last years at this date. Also some 2-year-old corn in cribs.—C. V. Norris, mgr. Central Iowa Grain Co.

Davenport, Ia., June 24.—Exports of barley for 1915 crop perceptibly less than 1914 crop season; indications are for less barley exports 1916 than 1915 crop season; record breaking farm reserves of barley this year at this time.—D. H. Stuhr, mgr. Middle West Crop Buro.

INDIANA

Indianapolis, Ind., July 8.—We have received first car new wheat, coming from Poorman Bros., West Union, Ill. The car arrived today; grades No. 2 red; test 61 lbs.; exceptionally fine quality.—Lew Hill, of Mutual Grain Co.

KANSAS.

Linn., Kan., July 6.—The oats crop here is being harvested now.—F. H. Hoerman.

Lebanon, Kan., July 7.—Wheat harvest in full blast.—C. M. Isom, agt. Lebanon Mill & Elvtr. Co.

Seguin, Kan., June 25.—Little grain moving; new crop will be ready to harvest in about 2 weeks.—Seguin Grain Co.

Norton, Kan., July 2.—Will have fair wheat crop here; corn is coming on fine; harvest will start this week.—W. S. Campbell, agt. Derby Grain Co.

Wichita, Kan., June 24.—First 2 cars new wheat arrived from Walters, Okla., this morning; shipped to the W. T. Hacker Grain Co.; graded No. 2; tested 52½ lbs.; dark, fancy, hard wheat; sold at \$1.12 to the Kemper Grain Co., to be shipped to the Pillsbury Flour Mills Co., at Minneapolis, Minn.

Ness City, Kan., June 28.—Farmers getting into the fields all along the line; only a shortage of hands is preventing progress; most of them have only half crew. The I. W. W.'s are holding out for \$4 a 10-hour day with featherbeds; I do not know but what some of them will get by.—W. B. G.

MICHIGAN

Lansing, Mich., July 7.—The total number of bus. of wheat marketed by farmers in June at elvtrs., mills and to grain dealers is 87,968 bus. The estimated total number of bus. of wheat marketed and used by farmers in the 11 months, August-June, is 11,000,000 bus.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

St. Louis, Mo., June 29.—The first car of new wheat from territory tributary to St. Louis came in today from Hobart, Okla. It graded No. 3 and tested 53 lbs. The only new wheat arriving prior to this has been one car from La., one from Miss., and one from Tenn.—Goffe & Carkener Co.

Kansas City, Mo., June 30.—First car Oklahoma wheat arrived from Coweta today, which is 2 days later than last year; graded No. 3 red; tested 58 lbs.; soft variety; somewhat damp but good sound wheat. It was shipped to the Brodnax-McLiney Grain Co. and sold at auction for 96½¢, against \$1.17 for the first car last year.

NEBRASKA

Omaha, Neb., July 5.—Great deal old wheat back in farmers hands; many farmers are talking of mixing this with new wheat; would discourage them as it will undoubtedly be docked at the terminal market; there will be a good demand for this old wheat for mixing purposes but it should be done at the large elvtrs. where facilities are perfect and large quantities can be sold to export houses; think that this old wheat will sell within 3¢ to 4¢ of the new wheat inside of 60 days. Wheat harvesting is general from Curtis, south to Indianola to Cambridge. Around Holdrege and Minden harvesting will not commence until the latter part of this week; from Dorchester south they are cutting everywhere. Oats also being harvested in this territory.—Rudolph Beal, of Beal Commission Co.

OHIO.

Ankenytown, O., June 26.—Wheat harvest first week in July.—Syler Bros.

Rex, O., July 8.—Wheat harvest will be finished this week.—J. A. Brubaker & Son.

Grelton, O., June 26.—Grain movement will be light until after harvest.—Chas. B. Krohn, mgr. Farmers Grain & Seed Co.

Beach City, O., June 26.—Have only shipped 10 cars wheat so far this year, compared with 31 cars last year.—W. M. Seifer.

Rockford, O., June 29.—This station will handle about 100 cars of grain in the year owing to the size of the crop.—Equity Exchange Co.

Ostrander, O., June 30.—Will ship 5,000 bus. corn which is more than we usually ship; sometimes we import corn; very little if any rye will be shipped out.—Ostrander Elvtr. Co.

OKLAHOMA.

Oklahoma City, Okla., July 1.—About 67% of the wheat crop in this state was harvested by June 20; also 55% of the oats crop.—F. M. Gault, pres. Okla. State Board of Agriculture.

Dacoma, Okla., July 7.—A farmer hauled 94 bus. 30 lbs. of 61 lb. wheat 2 miles with a team that weighed with the harness on 1,870 lbs. The driver and wagon weighed 1,700 lbs. He hauled 4 loads a day that average 90 bus. 50 lbs.—E. P. Clark, mgr. Choctaw Grain Co.

FREDERICK W. STOCK & SONS, flouring mill proprietors of Hillsdale, Mich., were fined \$1,500 on a charge of switching bills of lading, and \$1,000 for accepting freight rebates from the New York Central during 1915, both of which were paid. The original indictments each contained 10 counts, one for each of 10 carloads of wheat illegally handled.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1916.	1915.	1916.	1915.
Jan. 1	7,250,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,302,000	1,808,000	124,000
Jan. 15	7,680,000	7,062,000	2,095,000	559,000
Jan. 22	7,247,000	5,664,000	1,568,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	6,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,745,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,878,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,040,000	6,795,000	2,010,000	1,879,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,053,000	1,110,000
Mar. 11	7,415,000	4,206,000	1,834,000	1,607,000
Mar. 18	7,389,000	4,071,000	2,581,000	3,214,000
Mar. 25	7,449,000	5,034,000	2,797,000	3,168,000
Apr. 1	5,944,000	7,082,000	2,695,000	2,399,000
Apr. 8	6,701,000	4,500,000	2,107,000	4,141,000
Apr. 15	6,708,000	4,915,000	1,564,000	5,137,000
Apr. 22	7,163,000	5,537,000	3,288,000	4,414,000
Apr. 29	5,660,000	5,753,000	2,448,000	2,090,000
May 6	7,630,000	5,476,000	3,915,000	2,754,000
May 13	6,876,000	5,412,000	5,149,000	2,795,000
May 20	8,580,000	4,324,000	3,387,000	1,105,000
May 27	10,978,000	3,500,000	3,340,000	1,764,000
June 3	8,662,000	3,568,000	3,059,000	3,467,000
June 10	7,267,000	3,650,000	4,132,000	3,303,000
June 17	9,123,000	3,578,000		2,501,000
June 24	8,000,000			
July 1	6,825,000			

July 3 to
July 1 350,036,000 303,441,000 125,709,000 101,626,000

Wheat Movement in June.

Receipts and shipments of wheat at the various markets during June, 1916, compared with June, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltim'e	24,047,985	23,980,465	11,035,505	11,594,760
N. York	13,928,900	.....	14,103,712	.....
Duluth	2,975,946	571,607	4,081,702	2,191,174
Kan. City	2,749,950	3,036,150	2,486,700	2,974,050
Chicago	2,444,000	2,732,000	1,502,000	4,288,000
St. Louis	1,740,804	1,101,351	1,525,850	960,840
Omaha	1,368,000	604,800	1,436,400	519,600
Cincinnati	472,506	144,710	239,802	148,894
Milwaukee	404,250	383,750	215,845	282,041
Toledo	315,500	262,000	285,800	261,800
Peoria	181,800	131,800	139,400	85,200
Ind'napolis	126,000	46,000	34,000	20,000
Detroit	58,000	96,000	134,000	66,000
San Francisco,	.....	.....	.....	.....
tons	9,519	7,124	.....	.....
N. Orleans	.....	.....	344,606	702,148
Galveston	.....	.....	312,495	1,694,950

Corn Movement in June.

Receipts and shipments of corn at the various markets during June, 1916, compared with June, 1915, were in bushels as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltim'e	14,489,274	13,750,740	16,390,338	15,791,451
Chicago	3,883,000	4,873,000	5,305,000	5,981,000
Peoria	3,097,800	1,607,650	514,750	157,400
St. Louis	1,782,050	1,707,400	839,940	1,032,590
Ind'polis	1,501,000	1,034,000	616,000	431,000
Omaha	1,251,000	1,735,200	1,075,800	2,226,400
Kan. City	1,161,250	857,500	336,500	1,097,500
New York	877,800	.....	678,742	.....
Cincinnati	607,947	514,697	252,796	355,549
Milwaukee	442,200	1,275,950	399,800	938,845
Detroit	294,000	150,000	246,000	69,000
Toledo	196,200	312,400	111,600	273,000
San Francisco,	.....	.....	.....	.....
tons	495	2,586	.....	.....
N. Orleans	.....	.....	551,877	414,375

Oats Movement in June.

Receipts and shipments of oats at the various markets during June, 1916, compared with June, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltim'e	21,448,248	18,931,988	16,557,036	16,112,141
Chicago	8,208,000	6,060,000	9,394,000	6,724,000
N. York	4,758,000	.....	2,295,921	.....
Milw'kee	2,432,300	1,595,500	2,435,586	1,295,205
St. Louis	1,067,000	1,077,800	704,470	692,870
Ind'polis	1,028,000	345,000	713,000	341,000
Cincinnati	767,296	396,820	588,794	388,607
Peoria	762,400	686,000	854,000	729,600
Omaha	717,400	516,800	1,012,500	637,500
Duluth	252,467	114,939	397,476	223,442
Kan. City	209,100	268,600	195,000	352,500
Toledo	167,200	155,200	125,200	319,900
Detroit	24,000	34,000	352,000	21,000
San Francisco,	.....	.....	.....	.....
tons	131	4,995	.....	.....
N. Orleans	.....	.....	10,145	69,416

Barley Movement in June.

Receipts and shipments of barley at the various markets during June, 1916, compared with June, 1915, were in bushels as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	4,134,469	4,889,898	1,506,216	1,547,166
Chicago	1,521,000	1,373,000	471,000	318,000
Milwaukee	1,055,640	859,100	227,480	196,450
New York	830,350	.....	1,608,173	.....
Duluth	819,192	476,450	643,597	433,736
Peoria	230,000	162,800	62,100	53,440
Cincinnati	67,649	1,500	85	424
Kansas City	60,200	85,400	120,400	134,400
Omaha	35,000	32,200	11,000	8,000
St. Louis	14,400	20,800	4,960	5,720
San Francisco,	.....	.....	.....	.....
tons	10,455	8,592	.....	.....
Toledo	1,000	80,700	.....	78,800
Detroit	.....	2,000	.....	.....
New Orleans	.....	.....	114,912	.....

Rye Movement in June.

Receipts and shipments of rye at the various markets during June, 1916, compared with June, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	6,199,783	7,081,394	4,868,117	5,156,643
Chicago	298,000	157,000	232,000	195,000
Milwaukee	168,380	90,880	208,420	67,841
Duluth	158,000	22,284	123,115	39,041
New York	55,000	.....	72,390	.....
Omaha	40,700	22,000	28,000	18,000
Peoria	39,900	15,600	15,600	2,400
St. Louis	24,200	5,500	26,970	970
Detroit	22,000	5,000	17,000	3,000
Cincinnati	21,354	8,210	8,095	16,903
Toledo	4,500	8,000	5,000	3,200
Kansas City	4,400	13,200	44,000	22,000
Indianapolis	3,000	4,000	5,000	.....

Grain Exports Heavy.

THREE SAILINGS for grain for Portland, Me., reported June 27, are the steamers Qyarrydene from Bahia, June 15, the Nordhavet from Barcelona, Spain, June 23, and the Regim from Cardiff, June 26, coming to take grain for the Belgian Relief Commission at Rotterdam.

A FULL GRAIN CARGO was recently taken from Boston in the steamer Ardanmhor, for Savona, Italy, carrying 400,000 bus. of oats consigned to the Italian government. A lot of 175,000 bus. of oats was sent to St. Nazaire on the steamer South-erndown. The Bay State for Liverpool took 10,000 bus. of wheat and 24,000 bus. of barley, and the Sardinian for Glas-gow, took 40,000 bus. of wheat and 24,000 bus. of barley.

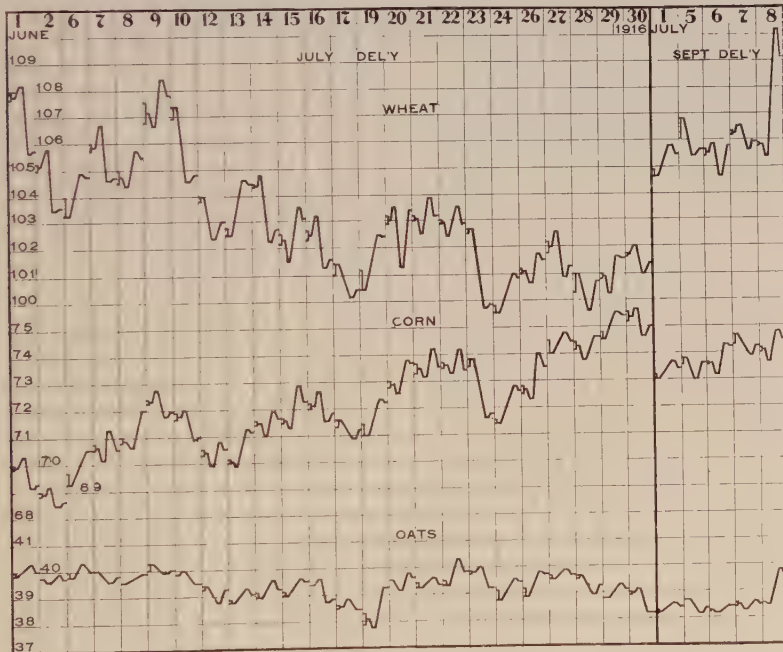
EXPORTS OF GRAIN from Boston con-tinue heavy, despite the falling off in the rate to Europe and the fact that most of the Canadian grain is now being shipped from Montreal. During the week ending June 24, the steamship Hurst for St. Nazaire took out the larg-est individual allotment, having 362,015 bus. of oats. The steamers Pruth, Good-wood and Etonian, leaving for Liverpool, took out between them 267,577 bus. of wheat and 64,165 bus. of oats. The cargo taken out by the steamer Bilbster, for Manchester, England, included 200,279 bus. of wheat. The Saxon Monarch, for Glasgow, took 91,212 bus. of wheat, 23,781 bus. of rye and 58,334 bus. of barley.

THE QUEENSLAND, a British steamship, was a recent unexpected arrival at Port-land, Me., to load a cargo of grain for Europe. The Queensland sailed from Valetta, Malta, bound to Newport News, but when a few days out was overhauled by a British war vessel and told to pro-ceed to Portland.

GRAIN SHIPMENTS from Portland, Me., during the week ending June 17 were about as heavy as any previous week of the whole season, the eight steamers clearing for foreign ports taking out 1,682,801 bushels of wheat and barley. The list includes the Fruithandel, for Rotterdam, which went out with 171,197 bus.; the Yzer, for Cette, 257,730; the Ribston, for Gibraltar, 176,000; the Sola, for Rotterdam, 161,418; the Maridal, for Gibraltar, 198,000; the Bretwelda, 248,-000; the Benheather, 281,600, and the Cluden, with 188,856 bushels, the last three cargoes all being for Avonmouth.

Chicago Futures

Opening, high, low and closing quo-tations on wheat, corn and oats for July delivery during June and September de-livery during part of July at Chicago are given on the chart herewith.



Daily Closing Prices.

The closing prices for wheat and corn for Sept. delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.									
	June 26	June 27	June 28	June 29	June 30	July 1	July 5	July 6	July 7
Chicago	104 3/4	104 1/4	104	105	104 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Minneapolis	107 1/2	107 1/2	107 1/2	108 3/4	108 3/4	109 1/4	108 3/4	108 3/4	109 1/4
Duluth	108 3/4	108 3/4	108 3/4	109 1/2	109 1/2	110 3/4	109 1/2	109 3/4	110 3/4
Omaha	95 1/2	96 1/2	96 1/2	101 1/2	101 1/2	104	99	99	102 1/2
St. Louis	102 1/2	102 1/2	102 1/2	103 1/2	103 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Kansas City	97 3/4	97 3/4	97 3/4	98 3/4	98 3/4	98 3/4	98 3/4	98 3/4	98 3/4
Milwaukee	103 3/4	104 1/4	104	105	104 1/2	105 1/2	105 1/2	105 1/2	106
Toledo	110 3/4	110 3/4	110 3/4	111 1/2	110 3/4	111 1/2	112 1/2	112 1/2	116
Baltimore	103 3/4	103 3/4	102 3/4	103 3/4	103 3/4	105 1/4	105 1/4	105 1/4	106 1/2
Winnipeg	107 1/4	107 1/4	107 1/4	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	108 3/4
SEPTEMBER CORN.									
	June 26	June 27	June 28	June 29	June 30	July 1	July 5	July 6	July 7
Chicago	72 1/4	72 1/4	73 1/4	73 1/4	73 1/4	73 1/4	74 1/4	74 1/4	74 1/4
Kansas City	68 3/4	69 3/4	70 3/4	70 3/4	69 3/4	70 3/4	71	71 1/4	71 3/4
St. Louis	70 3/4	71 1/4	71 1/4	72 1/4	71 1/4	72	70 1/2	72 1/4	73
Omaha	70 1/4	70 1/4	70 1/4	71 1/4	71 1/4	71 1/4	69 1/4	70	71 1/4
†Cash aver. No. 2 hard and No. 3 mixed to July 5, then Futures. Prices, *June del'y to July 1, then July. †Oct. del'y.									

THE FALLING OFF of grain exports re-ported from other ports is not evident at Portland, Me., new charters for July loading being announced almost every day. Two grain laden steamers went to sea June 27, both bound to French ports, the Glena for Cette and the Dara for Dunkirk, the latter taking over 400,000 bus. of oats. The departures just offset the two boats arriving, there being 21 foreign steamers still in port, all of which will load grain.

Loss on Party Allowing Discount on Misrepresentation.

This claim is presented to the Arbitra-tion Com'te of the Texas Grain Dealers Ass'n by the Doggett Grain Co. against the Howe Grain & Mercantile Co. for \$70, being 7 cents per bushel on 1,000 bus. of corn.

The evidence shows that the Howe Grain & Mercantile Co. bought from the Doggett Grain Co. a car of corn, M. P. car No. 38,128, and instructed the Doggett Grain Co. to ship it to Little Rock on Little Rock terms.

When the car arrived at Little Rock, the Weinmann Milling Co. of Little Rock, to whom the Howe Grain & Mercantile Co. had sold the corn, reported it as being no grade corn, heating and fast deteriorating, and the same was reported to the Doggett Grain Co. by the Howe Grain & Mercantile Co., after which the Doggett Grain Co. took the matter up with the Weinmann Milling Co. by telephone, and they con-firmed this report to Mr. Doggett, where-upon it seems an agreement was entered into between Mr. Doggett and the Wein-mann Milling Co. that the corn be un-loaded by the Weinmann Milling Co. at 7c under the contract price, and afterwards agreed with the Howe Grain & Mercantile Co. to pay their draft for \$70, and it is claimed by Mr. Doggett that this agree-ment was made on the basis that the grade of the corn was as represented by the Weinmann Milling Co.

It developed later, that the Weinmann Milling Co. sold this corn to another party in Little Rock on the party's own inspec-tion, as No. 3 white corn, but the official inspection presented to the Com'te shows that the corn graded No. 4 white corn, which inspection was made a day or two after the agreement between the Doggett Grain Co. and the Weinmann Milling Co.

While the Com'te realizes that the Dog-gett Grain Co. in handling the matter direct with the customer of the Howe Grain & Mercantile Co., in order to adjust the matter as quickly as possible, that if the loss be placed on the Doggett Grain Co. it is rather hard on them, yet the Com'te holds that in taking the matter up directly with the Weinmann Milling Co. and agreeing with them on an adjustment they preclude the possibility of recovery by the Howe Grain & Mercantile Co. of this unjust demand or misrepresentation of the Weinmann Milling Co. as to the grade of the corn, and therefore must de-cide that the Doggett Grain Co. is respon-sible, and find that the Howe Grain & Mercantile Co. go free, and that any claim that the Doggett Grain Co. may have on the above named car of corn on account of this grade difference with the Wein-mann Milling Co. is against the Weinmann Milling Co. and not the Howe Grain & Mercantile Co., and the Secretary is in-structed to return to the Howe Grain & Mercantile Co. their deposit fee in this case.

Tom F. Connally }
R. I. Merrill } Com'te.
J. E. Bishop }

On appeal this decision was affirmed by the Executive Com'te.

THE PROPOSED ADOPTION in New South Wales, Australia, of the bulk system of handling grain, will be delayed, accord-ing to a report from the Sydney office of H. M. Trade Commissioner for Austra-lia, which states that the government's measure for the immediate erection of elytrs. and equipment for that purpose has been vetoed by the Upper House of the New South Wales Legislature. The Premier, however, has stated his inten-tion of re-introducing the bill during the next session.

Cleveland Grain Market.

Cleveland has long been known as an industrial and manufacturing center, but recently it has come into prominence as a grain and hay market. That it should develop into such a market was inevitable. The same natural advantages that have made Cleveland one of the big iron and steel centers have also contributed to the growth of its grain and hay trade. Chief among these is that of transportation. With unequaled facilities for handling cargoes, northern grain can be advantageously moved by lake to this point and reshipped by rail to the seaboard. The seven big eastern trunk lines of the United States all enter Cleveland and with their connections provide direct service to and from all parts of the continent. Cleveland has a double advantage in the matter of location. While enjoy-

perfecting the inspecting and weighing departments. These departments are under the direct supervision of the inspecting and weighing committee, which hears all disputes and sees that the inspections are kept on a high plane. A scale expert is employed to inspect at intervals all scales on which official weight certificates are issued. He reports their condition to the committee, which sees that all necessary adjustments and repairs are made immediately.

That Cleveland is a live and growing market is shown by the receipts of grain in the years 1914 and 1915. In 1914 Cleveland received 13,787,258 bus.; while in 1915, 17,779,448 bus. were received. The following is a summary for the month of June, 1916, of the work of the inspection and weighing departments.

INSPECTIONS GRAIN In, 597 cars; Out, 635 cars. REINSPECTIONS, 8 cars grain.

HAY INSPECTIONS, 448 cars.

WEIGHTS: In, 491 cars; Out, 634 cars.

The exchange is fortunate in having as its president Mr. H. W. Robinson, a man of wide experience in the grain and hay business. For several years Mr. Robinson has been head of the firm of H. W. Robinson & Co. On the first of May he became vice-president and general manager of the Union Elevator Co. Mr. Robinson is a past president of both the National Hay Ass'n and the Ohio Grain Dealers' Ass'n. Mr. F. W. Blazy, Treasurer of the exchange, has for many years been secretary and treasurer of the Star Elevator Co. The secretary is W. Z. Fuller.



H. W. Robinson, Cleveland, O.
Pres. Grain & Hay Exchange.

ing rates as favorable as those of other markets which draw from the Ohio and Indiana territory, Cleveland's rates to the sea board make it an advantageous re-shipping market. The reshipping rates on grain enjoyed by Cleveland as compared with the other markets of this territory make a very favorable showing:

To New York City from Cleveland, 12.5; Toledo, 13.5; Cincinnati, 17.9—*16.5; Indianapolis, 18.9.

To Boston from Cleveland, 14.5; Toledo, 15.5; Cincinnati, 19.9—*18.5; Indianapolis, 20.9.

To Philadelphia from Cleveland, 10.5; Toledo, 11.5; Cincinnati, 15.9—*14.5; Indianapolis, 16.9.

To Baltimore from Cleveland, 9.5; Toledo, 10.5; Cincinnati, 14.9—*13.5; Indianapolis, 15.9.

*Applies only as a proportional rate on grain originating south of the Ohio River.

In order to improve the service to the shippers and to unify and develop the market, the Grain and Hay Exchange of the Cleveland Chamber of Commerce was organized in July, 1915. Previous to this time, the weighing and inspecting has been conducted under the direction of a committee of the Chamber. The exchange is organized as a subsidiary board of the Chamber of Commerce and as such is assured of a firm standing. Much time is being devoted to improving and

Exporter Liable for Refusal to Load.

Louis Muller & Co., grain exporters of Baltimore, Md., in May, 1914, chartered a steamer of Furness, Withy & Co. to carry, between Aug. 5 and 25, 32,500 quarters of grain to any one of the 6 ports, Avonmouth, London, Antwerp, Rotterdam, Havre or Dunkirk.

On Aug. 7 the steamer Kelbergen was tendered. On Aug. 14 Muller & Co. told the master that they would not furnish the cargo. Three days later the owners chartered the boat for coal from Norfolk to Rio, and when within 500 miles of destination a British cruiser took off the crew and captain and put the boat in charge of a prize master, it not being restored to the owners until Oct. 26.

The net earnings from the \$20,201 original charter would have been \$6,569; and the earnings from the substituted charter were \$5,666, leaving a net loss to the owner of \$902.

Furness, Withy & Co. brot suit. Muller & Co. did not ship because insurance was difficult to get and the opening of the war closed the market for grain drafts at the banks. The United States District Court held, however, that although the charterer, by no fault of its own found in its way many difficulties which had not been foreseen when the charter was made, yet these difficulties do not appear to have been of a character which would excuse performance, especially as some grain was shipped from Baltimore to Antwerp in the first two weeks of August, and from and after Aug. 15 such shipments were many and large. None of the ports to which the charterer had the right to send the grain were blockaded. The traffic was as legal in August as it had been in May.—232 Fed. Rep 186.

Loser Can Recover of Broker Under Illinois Statute.

The Supreme Court of Illinois on June 8, 1916, denied a rehearing in the suit by Allen P. Miller against Charles Sincere to recover losses sustained by dealing in grain for future delivery on the Chicago Board of Trade, and declared unconstitutional the amendment to the Illinois Statutes exempting the brokers from such suits.

Under section 132 of the criminal code the customer may recover from the broker; and if he does not bring suit within 6 months, third persons may bring suit and recover treble the amount lost.

In 1913 the following amendment to the law governing the trading in grain for future delivery was adopted:

No person who accepts from another person for transmission, and transmits, either in his own name, or in the name of such other person, any order for any transaction to be made upon, or who executes any order given to him by another person on, any regular board of trade or commercial or stock exchange, shall, under any circumstances, be deemed 'winner' of any moneys lost by such other person in or through any such transactions.

Miller's attorney contended that this is in violation of article 4 of the constitution of Illinois, providing

"The General Assembly shall not pass local or special laws in any of the following enumerated cases, that is to say, for * * * remitting fines, penalties or forfeitures; * * * granting to any corporation, association or individual any special or exclusive privilege, immunity or franchise whatever. In all other cases where a general law can be made applicable, no special law shall be enacted."

Judge Craig of the Supreme Court said:

The amendment of 1913 in question does not purport in all cases to exempt an agent or broker or to exempt all agents or brokers from the provisions of section 132 as amended. It merely provides that no person who accepts from another person for transmission, and transmits either in his own name or in the name of such other person, any order for any transaction to be made upon or who executes any order given to him by another person on any regular board of trade or commercial or stock exchange, shall not, under any circumstances, be deemed a winner of any money lost by such other person in or through any such transaction, thereby exempting from the provisions of the law only those brokers or agents who execute the order upon a regular board of trade or commercial or stock exchange. A broker plying his vocation on the street, or any other place not connected with a regular board of trade or commercial or stock exchange would still, under certain circumstances, be deemed a winner and amenable to the provisions of the section, and liable for losses incurred thereunder.

There is squarely an attempt to grant a special privilege and immunity to those individuals who may belong to such organizations and discriminate against those who do not belong to them, but are doing the same business. Take, for instance, the Chicago Board of Trade, which is conceded by counsel to be at least one of those which are referred to in the amendment. If a person, as agent or broker or otherwise, took an order which would bring him under the provisions of section 132, he would be liable under that section. If, on the other hand, he transmitted this order upon the Chicago Board of Trade, he would not be liable.

The law is not aimed at legitimate transactions; that is, at the actual buying and selling of grain or other commodities, either for present or future delivery. Such dealing, if bona fide, is not in any way restricted by the act. On the other hand, mere gambling in futures on what the price of grain may be, without any delivery being made or intended is entirely another matter.—112 N. E. 664.

ARGENTINE CORN is being shipped to New York for export to Europe. Freight rates from Argentina to New York and thence to Europe are low, while direct rates from Argentina to Europe are high.

Robert P. Kettles Dead.

The many friends of Robert P. Kettles, chief grain sampler of the Chicago Board of Trade, were grieved by his sudden death on June 28, following an attack of heart disease. At the time of the recent Preparedness Parade, Mr. Kettles was in the best of health, and started in the ranks with hundreds of other enthusiasts from the Board of Trade. Before walking many blocks, however, he complained of pain about the heart and was compelled to seek a chair in one of the stands, where a physician advised him to go home as quickly as possible. That was the first intimation that the strenuous work of his responsible post had weakened his heart.

Acting upon the advice of his family physician, Mr. Kettles tried not to over-exert himself when he returned to his work, but on Wednesday, June 28, death overtook him at his desk. His demise spread like a pall over the entire building, as everyone in the institution was a friend and admirer of Bob Kettles. The funeral was held Sunday, July 2, services being conducted at the Emerald Avenue Presbyterian Church, with interment at Mt. Hope Cemetery.

The active pall-bearers were James Garrick, Erol Robinett, Conrad Fink, James Booth, William Gunn, and Jacob Smith. Honorary pall-bearers were James B. Forgan, Dr. John McGill, John Williamson, Jas. R. Glass, George Sutherland, Adolph Gerstenberg, James Crigh-ton, Frank B. Rice, W. E. Hudson, W. H. Axteter, Ralph Schuster, Wm. C. Renstrom, P. H. Bevis, James Douglas, Alexander MacFarland, E. D. McDougall, A. G. Hodge, and John R. Taylor.

"Bob" Kettles was born in Glenford, Scotland, Feb. 22, 1859, and after being educated in that country entered the milling business. In 1887 he came to Chicago, obtaining employment as a sampler for the Board of Trade. He worked in that capacity for two years and then returned to the milling business, operating at Plano, Ill. After two years as a miller he returned to sample grain in Chicago. The firm of Kettles & Ware, organized at that time, was recognized thruout the country for its reliable grading and dependable service.

In 1904 the Chicago Board of Trade organized its own Department of Grain Sampling and Seed Inspection, with a view to securing greater uniformity in the inspection of grain. The excellent record of "Bob" Kettles, and his long experience in grain sampling obtained for him the position of Chief of that department. He held this important post until the day of his death, and during the many years of service on the Board of Trade his knowledge of grain and inspections commanded the respect and support of every cash grain firm in the trade.

Mr. Kettles is survived by his widow, Mrs. Rachel Kettles, a pianist, who has the deepest sympathy of the trade. A recent fotograf of Mr. Kettles is shown in the engraving.

In deploring the untimely death of Mr. Kettles, Adolph Gerstenberg, chairman of the Grain Com'te of the Board of Trade, said:

During my association with Mr. Robert Kettles, extending over a period of 20 years, I always knew Bob to be a man of highest honor, sterling character, and deserving of the best confidence and esteem of friends and business associates. He was a strict disciplinarian, believing that the grain trade required the closest possible attention in its minutest detail. As a judge of

grain he was a recognized authority in this country and abroad. A certificate issued by him was construed as the best evidence of the quality of the grain described by him, and was taken by bankers and money advancers without the slightest hesitancy. He was exceedingly well qualified for the service which he rendered the trade as head of the Grain and Seed Sampling Department of the Chicago Board of Trade, and his loss in that department is keenly felt. He was active in business, attending to the details of his department up to within a half hour before he died.

Other expressions of regret were freely given. W. N. Eckhardt said:



Photo by Jarvis Weed.
Robert P. Kettles, Chicago, Ill., Deceased.

The sudden death of "Bob" as he was familiarly known among the trade, was a shock to the many friends of Rob't P. Kettles, and those who have been associated with him.

In the discharge of his duties, in the several stages of his earlier progress in the business of Sampling of Grain, incident to his connection with the Grain Trade, he was an indefatigable worker, and it is the experience of those whom he served, that he was always reliable and endeavored to be fair and just to all concerned.

In his later connection with the Board of Trade as the Manager in charge of the Bureau of Official Grain Sampling and Seed Inspection he worked by and under the direction of the Committee of which I was part of the time a member. It was a pleasure to know him and to work with him in the promotion of the best interests of this market so far as it was dependent upon his particular department.

He had the confidence of the trade not only in this market but also of the trade in the East to an enviable degree; fully earned by his efforts and his desire to do justice to contending interests at all times. His integrity never was questioned.

His death will be a distinct loss to the trade as a whole and particularly to this Association.

AT THE RECENT MEETING of the National Council of Farmers' Co-operative Elevator Ass'ns held at Des Moines, Ia., H. W. Danforth, Washington, Ill., was re-elected president; O. D. Anderson, Corsica, S. D., vice-pres., and J. W. Shorthill of York, Neb., sec'y and treas. Resolutions were adopted supporting the Pomerene bill, favoring federal inspection of grain, and denouncing the railway tariffs providing for natural shrinkage.

Texas Shipper Given Judgment for Damage by Flood.

In view of the efforts of the railroad companies to evade their liability for loss on grain at Galveston during the last flood the recent decision of the Court of Civil Appeals of Texas in favor of the Hughston Grain Co. against the St. Louis Southwestern Railway Co., awarding \$559.10 damages for submergence of a car of corn is of special interest.

The Tom Bean Grain Co. on Nov. 15, 1913, delivered to the Cotton Belt at Tom Bean a car of corn for shipment to Eloise, Tex., on the International & Great Northern, notify Hughston Grain Co., who had contracted a sale of the car to Nash, Robinson & Co., residing at Marlin, but desiring delivery at Eloise. The corn was delivered by the Cotton Belt in good condition to the International & Great Northern at Ft. Worth; but when hauled into Marlin Dec. 12 it was in a worthless condition.

In defense it was contended by both roads that the corn was damaged by an unprecedented flood, and therefore they were not liable.

Chief Justice Huff of the Court of Appeals said:

The trial court finds after the car was delivered to the International & Great Northern Railway it was submerged, and the corn practically destroyed, but that the flood was not an unprecedented one. If it shall be conceded that the witnesses testified to the flood of the Brazos river, and that it was unprecedented, the evidence does not show that in fact, while at its highest, the car was then in Eloise, and submerged by that particular flood. The facts do not show where the car was during that flood. The witness introduced never saw it in the flood or at that station. The flood appears to have been in December, 1913. The witness, some time about the 12th or 14th of December, saw the car at Marlin, some 15 miles from Eloise. He never saw it at the point claimed. This place appears to be situated on the Brazos river.

Whether it was in the flood or not is not shown; in fact, there is nothing to show it was damaged by the overflow of the river. It occurs to us the defendants could have shown when the car was placed at that point, if it ever was. They evidently knew the train crew that handled the car. The witness who testified was at the time of testifying, county judge of the county. The car appears to have been on the road some 26 or 28 days. The testimony shows that it should have gone through in from 4 to 6 days. There is some conflict of authority, where there is negligent delay in shipments, and a flood or storm damages goods, as to whether the delay is the proximate cause of the injury. It appears to be the rule in this state that it is not.

If this car was in fact delivered at Eloise, no notice was given of its arrival at that place to the owner or consignee until after its damage. While the court finds the car was damaged by being submerged, he finds that it was not by an unprecedented flood. The case of appellant, if there is any, was that the car was at Eloise on the Brazos river, and on account of an unprecedented flood it was there submerged. There is no conclusive evidence that it was there during that rise. The witness testifying did not see it there. His testimony is but conjecture or pure hearsay. The burden was on the railroads to show it was so damaged. The court found they had proven a submergence, but not by an unprecedented flood.—186 S. W. Rep. 429.

RENEWAL of the longshoremen's strike on June 21 again tied up Pacific Coast shipping, both deep sea and coastwise. The original strike instituted for higher wages, was suspended June 16, pending arbitration of the demands of the men, but a new issue was raised when the waterfront employers refused to discharge non-union men, whom they had hired and held in reserve pending the arbitration. An unusually large number of ships now in port or due for unloading and loading will be tied up.

Ohio Grain Dealers Discuss Important Trade Problems

The 37th annual meeting and reunion of the Ohio Grain Dealers Ass'n was held at Cedar Point, O., on July 6 and 7. The attendance was a little below normal, but the program was interesting and instructive, and those who attended were well pleased with the meeting. It was suggested during the course of the convention, however, that the next meeting be held at a point more convenient for shippers.

O. King welcomed the dealers to Cedar Point, after which Fred Mayer of Toledo responded. He said:

Let us all forget our business cares, family troubles and mothers-in-law for the next day or two in order that we may really enjoy this convention. In trying to respond to Mr. King's remarks I am reminded of the meeting held 36 years ago. The man called upon to respond for the Ass'n said he was a poor speech-maker, but would rather buy a drink. The rush for the bar broke up the session. This year I hope we will remember that we are here for a purpose, and on our return to our homes let us try to be better grain men.

Pres. John Wickenhiser, Toledo, asked that he be excused from reading a lengthy annual message as he felt the time thus consumed could be used to better advantage.

Sec'y I. W. McCord, Columbus, reported the result of his year's work, saying:

Secretary's Report.

The general trade conditions within our borders during the past year have been subjected to great stress and disturbance owing to extreme fluctuations in the prices of all cereals, incident to foreign complications, and also on account of the poor quality and condition of the 1915 crops of wheat and oats.

Even under these adverse conditions, our members have prospered, and we may say that peace, harmony and contentment exist within the borders of our state.

The changes in business have been numerous and from varied causes; the greater number from retirements by sale of properties to newly organized co-operative elevator companies.

We have added 31 new members, and have lost by retirements and failures to pay dues about 15. Your Secretary has made great effort to increase the membership; the result has not been commensurate with the effort put forth. Several of our prominent active members have rendered valuable assistance in the campaign for membership and much credit is due to them for their assistance.

Legislation: We have co-operated with the National Ass'n and the several state associations in the general efforts put forth for enactment of Federal legislation, the Grain Grades Act and the Pomerene Bill of Lading Act now before Congress.

Bags: Through the intense activities of two of our local associations, the Middle Ohio and the Miami Valley, the last vestige of the Grain Bag Evil in Ohio has been eliminated.

FINANCIAL STATEMENT.

June 28, balance on hand at close of year 1914-15	\$ 10.16
Received during year 79 regular dues, \$5 each	\$395.00
Received 178 affiliated dues, \$3 each	531.00
Received of J. W. McCord, trustee, dividend excess collection on Boys' Corn Contest fund	6.25
Sale printed matter	1.00
Total receipts	\$946.11

Disbursements.

Secretary on account salary	\$350.00
Traveling expenses Secretary	35.05
Stenographic and clerical work	142.00
President's office and traveling ex-	

penses convention year 1914-15	25.57
Stationery and printing	34.22
Affiliations to National Ass'n	213.00
Postage	60.46
Rent	60.00
Phone tolls and telegrams	3.64

Total

Balance on hand July 5, 1916

Deaths: As the years go by we are constantly reminded of the uncertainty of life and the certainty of death, one by one our ranks are thinned by the great Reaper, whose harvest season is every day and every hour. Today we mourn the departure of the following faithful, true and loyal members, also the devoted and loving wife of one of our members, since our last Convention:

Willis Jones, of Derby, Ohio, died Jan. 15, 1916.

Mrs. Ada Violet Wickenhiser, wife of John Wickenhiser, President of our Ass'n, died at Toledo, Ohio, Apr. 18, 1916.

A. D. Behymer, senior member of the firm of Behymer Brothers, Rockford, Ohio, died May 30, 1916.

David Musselman, of the firm of J. H. Musselman, Eaton, Ohio, was killed by accident in their elevator June 16, 1916.

Also T. B. Marshall, who passed to his reward Jan. 28, 1916, at the age of 78 years. At the time of his death Mr. Marshall was President of the City Council of Sidney, Ohio. He served as President of the Ass'n, being elected July 7, 1905, succeeding C. H. Tingley. He owned an elevator at Kirkwood for a number of years, also one at Ansonia and was actively engaged in the grain business for many years. He retired about four years since on account of his advanced age. Mr. Marshall was a man of the highest type, diligent in business, public spirited and a loyal advocate and supporter of association work.

Local Ass'n Reports.

E. T. Custenborder, Sidney: Affairs of the Miami Valley Grain Dealers Ass'n are very satisfactory as we have accomplished more in the last year than in any other single year of our existence. We have for one thing, eliminated the sack nuisance. We have held meetings during the year at which we discussed the grading of grain, and as our farmer patrons were invited to attend these sessions we feel that much good will come of them. They have promised their support in the movement for better grain. At a recent meeting held at Dayton 43 were in attendance tho it was only advertised as a social meeting. At present some of the dealers in our ass'n are buying wheat from the farmers just as it is dumped from the wagon, but most of us are cleaning it before buying, giving the farmer a better grade. We give him the privilege of selling to us just as it is loaded in the wagon, or letting us clean it to raise the grade and consequently the price.

C. M. Eikenberry, Camden: It is a joke to ask for a report from the Buckeye Grain Ass'n as this no longer exists. We organized for the purpose of eliminating bags and for a time everything looked as tho we would be successful, but we are now back on the old basis and with plenty of fighting. We buy grain on its merits and I believe most of the dealers in our territory are making some money. Nine of every ten dealers clean the grain as it comes in, loading the screenings back into the farmer's wagon.

H. G. Dehring, Curtice: Members of the North Western Ohio Millers and Grain Dealers Ass'n are simply trying to make an honest living, but if we can't make that—well, we must live anyway.

All in our section clean grain to make it fit for market. We have been having good corn weather and that grain will be in good shape this year. Oats also look very good; rye is the best I have ever seen, and wheat is good.

C. O. Barnthouse reported for the Middle Ohio Grain Dealers Ass'n in the absence of H. P. Clouse of Milford Center. He said: We are re-organizing our ass'n and have had Mr. T. P. Riddle working with us to that end. H. P. Clouse has been elected president and we expect to hold a meeting between now and threshing time at which the organization will be completed. The subject of first importance is the elimination of the bag evil. While our ass'n has been a little dormant the members have all been operating along ass'n lines and methods. To overcome what little scoop shoveling we have had the dealers have paid more than they should. While this is undoubtedly the wrong method of overcoming that evil it seemed to answer the purpose.

Pres. Wickenhiser: We have never had to contend with the bag evil in the sections in which I operate; we do not see a grain bag once in a year. But everything else has troubled us for many years. The last year saw a little improvement as we had less fighting over prices and fewer scoop shovelers than ever before.

D. R. Risser, Vaughnsville: In our section we are not getting along any too well at present. We have been fairly successful in ass'n work around Lima, but in other parts of the section the elevator operators have lost interest in the ass'n. Owing to bad crops the whole territory has lost money in the grain business. While we were formerly the most loyal supporters of the state and local ass'ns it seems the dealers now do not like to pay the money necessary to keep up the work, and I don't see how we will ever regain our former footing.

Earl Bear, Hicksville: We must come down to a business basis, and devise methods for enthusing ass'n members. Get the younger members of the trade into the ass'n. For the good of the trade there are many things to suggest. First I should say support your trade papers. They are doing a wonderful work, are always with us at our meetings and from year to year are ready to help shoulder the burdens of the trade. Give them your subscriptions and advertising. You can do nothing better for the trade. Support also your local ass'n, your state ass'n and the officers of both. They deserve and require your help.

E. T. Custenborder: The trade papers are the very life of our business and we should not only subscribe to them, but read them from cover to cover. Do not let them accumulate without opening, but get the good which they contain as soon as you receive them.

Adjourned until 2:00 o'clock.

Thursday Afternoon Session.

Pres. Wickenhiser opened the second session of the convention with the appointment of the following committees:

Nominations: John H. Motz, D. R. Risser, C. M. Eikenberry, James Stimmel and C. O. Barnthouse.

Auditing: Frank Heffner, Joe Doering and Kent Keilholtz.

Resolutions: Earl C. Bear, E. Milton Crowe, G. W. Lamb, Jesse Young and J. E. Wells.

Herbert Sheridan of the Baltimore Chamber of Commerce read an invita-

tion, extended by the trade of Baltimore to Ohio dealers:

Attend the Nat'l Convention

The Grain Dealers National Ass'n will hold its annual convention in Baltimore Sept. 25 to 27, 1916. The Baltimore Chamber of Commerce takes pleasure in extending heartfelt invitation for the Ohio grain men to come to Baltimore convention week. Many of you do not know how Ohio grain is inspected, weighed, stored and shipped in our port. Many shippers never have had the opportunity to acquire the full information we are always so glad to impart as to all the methods of grain handling, the railroad situation, elevator locations, etc.

The fullest obtainable information as to the Seaboard market is of such value that no shipper should be without it, and we ask you to come, investigate, observe and become familiar with Baltimore grain operations. You will then be in a much better position to route your grain so as to escape avoidable detentions and also gain in other directions.

By means of this personal inspection you will also find why shippers so freely consign hay and grain to Baltimore for sale; and also discover why Baltimore is a favorite market abroad, relying as European buyers do upon our inspection and weighing departments.

We are pleased with prospective increases in elevator capacity. We have suffered from unwelcome embargoes and have found it necessary to present this subject to the Interstate Commerce Commission by means of a formal complaint because of restrictions and selections which we assert are beyond the province of common carriers. The Eastern railroads have established track storage charges on export grain effective July 1st. We have contested these in similar manner.

The railroads have proposed increased storage charges on export grain. This also is contested. The hearing occurs July 19th.

Fortunately not all go merely to acquire. Many go both to acquire and bestow and perhaps the happiest man is the one who burns to tell his brothers of gratifying methods or satisfactory experiments. Therefore come to Baltimore and make this convention of yours rich in acquisition of knowledge for your business use; fruitful for the information and encouragement you may be able to impart at the time and subsequently.

We hope the wives and children are to be brought along for plans have been made for them to pass pleasant hours. We shall not dwell on entertainment features but merely say they are not overlooked.

Baltimore is served by the leading Eastern railroad systems.

The New York Central Lines have an excellent connection in the Western Maryland whose new elevator is now being doubled in capacity.

The Pennsylvania has extensive yards, numerous freight stations and plans increased elevator facilities.

You must often have observed how one of the prominent railroads the pioneer, has linked Baltimore and Ohio in a happy combination. This great system daily advertises us all over our broad land wherever cars of the Baltimore & Ohio are found and they confront travelers in all directions.

We hope you will make plans to come, asking questions freely and using our services without stint. This message is for each individual and it is the fervent hope of our people that the trade benefits of the convention will be the experience and possession of all the grain men of the Buckeye state to provide benefits and pleasant memories while life lasts.

Any necessary economy will deprive one of few pleasures and prevent no benefits. For any who may wish to live inexpensively, the way is open and our interest in the subject is assured.

E. M. Crowe, Piqua: I move that Sec'y McCord be instructed to notify all members of the Ohio State Ass'n by mail of this invitation, giving them as good a description of the coming convention and the convention city as possible. Carried.

S. L. Rice, Metamora: The National Hay Ass'n wishes to convey its best wishes for your successful convention at this time and it has asked me to extend you an invitation to meet with its members here at Cedar Point on July 11 to 13. The program is one of unusual strength and I hope to meet many of you here at that time.

Pres. Wickenhiser: We have with us this afternoon a man who has a better knowledge of the grain business perhaps than any other man in the trade, and we have all profited by reading his speeches

delivered in other parts of the country. We are fortunate in having Mr. V. E. Butler of Minneapolis, Minn., with us today.

Mr. Butler read an able paper, saying:

Economics of the Grain Trade

BY V. E. BUTLER, OF MINNEAPOLIS.

The production of grain and its marketing is perhaps the most important industry of the world, as it means life or death to the peoples of the world and enters into every phase of life. Volumes have been written on the history of a grain of wheat, telling its story from biblical times down to the present, and dwelling on its relation to the economies of life.

My interpretation as applied to present conditions is the knowledge of the principles that control the business of handling grain and defining those practices followed by those engaged in the grain business that make a profitable or an unprofitable business. Even limiting the question to these seemingly narrow limits, the subject covers a wide range of thought, for there are as many practices to discuss as there are people engaged in the business. I may convince some that there is much to be remedied from an economic standpoint, but no move will be made by us as individuals to correct our own faults in business, and our competitors will continue in self-defense those practices that we condemn, for the reason that the bad practices are always followed by the other fellow and not by ourselves.

For two years I have traveled and talked with grain men in all sections of the country, and I have yet to find the man who originated a single bad practice in the trade. However, we have them and I have about come to the conclusion that they are like "Topsy," "they just grew." In many sections of the country we have monuments in the shape of elevators, erected to the folly and bad practices of those who have passed from active life in the grain business. Were we able to read the epitaph inscribed upon these monuments, we would find them to read:

"Erected to the memory of Tom Jones. Born July 1, 1902. Died July 20, 1910.

"Cause of Death, Speculation."

Another to "Wm. J. Smith, Born Aug. 10, 1914. Died July 1, 1916. Cause of Death, Overgrading."

Another died from "the lack of nourishment, too many elevators;" another, "Margins too small;" another, "Free Storage;" another from a lingering sickness known as "long time contracting;" another "congestion of book accounts;" another "paid too much for experience;" another "poor accounting system;" another "advancing money without securities;" another "old age" and over here in the Potters Field lies the remains of those who have gone to wreck and ruin upon the "rocks of unfair and unintelligent competition."

Into this graveyard of unsuccessful business is carried each year more than 20,000 business failures, and strange to say, every monument gives a known cause of death—not an unknown in the lot. The unfortunates come from all lines of business and the grain business is contributing its share.

It would seem that this slaughter of business might be prevented and it could be if it were not for the fact that the only law a lot of people recognize is the law of their own desires. They don't care if those desires demoralize business conditions in the community in which they live, just so they "get theirs."

Every normal human is born into this world with personal rights and powers and no one can deny his right to do as he desires within the scope of the laws of the land, but human responsibilities follow a little way behind the gift of rights and powers. They are the bills we pay for these rights and powers, and there are no overcharges. We all claim our rights and powers, but we are not so eager to claim our responsibilities. Some day we are certain to be awakened, either by our own acts, or by some exterior jolt, and ask ourselves this question: "Why am I here, what am I set to do, and where am I going?"

When a man first asks himself this question he has come to the fork of the road in his business career. Fortunate is he who has this question brot to him early in life, who sees his responsibilities and ac-

cepts them and enters into a constructive profitable business life.

All business is interlocking and the success of one line of business depends upon the success of another, but the four most intimately associated is the business of farming, banking, the grain business and transportation. The farmer producing from the soil the grain to feed the nations, the grain dealer preparing it for commercial purposes, the banker furnishing the money to finance its production and merchandising and the railroads furnishing transportation from producer to consumer. If the figures furnished us by the U. S. Agricultural Department are anywhere near right, the business of farming at once becomes the greatest single industry of our country, with an earning capacity far beyond any other single industry in the country. This being true, those lines of business associated with the handling of farm crops should be highly developed and highly specialized.

It is an admitted fact that banking is perhaps the most highly developed business in the country today, it being so important that our national and state governments compel those engaged in the business to do business at a profit and become successful or retire from the business. The transportation problem is being solved in the same way.

Banking and transportation being highly developed, let us analyze the business of farming and the business of the grain dealer and see what advancement, if any, has been made in these two lines of business that are of so much importance to the individual and nation.

Recently in conversation with a farmer in the state of Indiana, he remarked that he had come to the conclusion that farming was the greatest undeveloped business of the country and that he had arrived at this conclusion by watching his son, who had taken a course in agriculture, develop the old farm and increase its production from year to year. Later on my attention was called to an article in the Cleveland Plain Dealer, in which this statement was made:

"The nation's farm crops is said to be worth \$9,000,000,000 a year and the assertion is made that it costs \$7,000,000,000 to handle it. This statement means that it takes \$7 out of every \$9 worth of production to market the products of the farms."

From these statements I began a study of farming conditions over the country at large. It would seem that the last statement should need no contradiction, but believing as I do that statements of this kind, in regard to all kinds of business, are the cause of much of the business unrest throughout the country, I cannot dismiss it without comment for the reason if it does cost such an enormous sum to handle the production from the farms, it is high time such conditions be corrected.

Someone was kind enough to send me a copy of an address by one S. R. Blanton of Washington, D. C., wherein he said: "When one part of the world sits down to dinner, the farmers are the host and must have ready for their guests 600,000 farm animals, 10,000,000 bus. of cereals, 3,000,000 pounds of poultry, 2,000,000 pounds of vegetables, as well as many other items of diet from the farm."

Mr. Blanton also says, "Out of every dollar the farmer creates he receives a pitiful 40 cents," while the writer for the Plain Dealer only gives him 22½ cents, a difference of 17½ cents, which is a good margin of profit.

A statement of truth may be transformed to one of untruth and substantiated by the same data that produces the true statement, the only difference being the impression left on the mind of readers by the misleading application of words and figures. For years it has been the contention of some that farming did not pay a just return for the money invested and the energy expended in tilling the soil that produced the grain crops of the country,

and no doubt this is true in some sections of the country.

Farming is a business and can be analyzed. From the analyses it can be determined whether it is a losing or paying business, so I am going to give you some facts and figures in regard to the business of farming as a whole and not applying to any particular part of the country. These figures are taken from reports of the U. S. Depart. of Agri. reports of the agricultural departments in the different states and from personal investigations made by disinterested investigators of national reputation. I will not attempt to enter into the subject farther than the production of wheat, corn, oats, rye, barley and buckwheat, as they constitute the commodities over which there is so much contention.

From the reports of the U. S. Depart. of Agri. we find the area of crops harvested in 1887 for the above named cereals was 141,821,300 acres, and in 1914 there was harvested 206,316,000 acres of products, an increase of 64,494,700 acres in 28 years, or 45 4/10% increase in acreage.

In 1887 we produced 2,660,497,000 bus. of grain, while in 1914 we produced 4,959,494,000 bus., or an increase of 2,298,997,000 bus. in 28 years, or 86 4/10% increase in production, while we only increased in acreage 45 4/10%. Thus showing results of better farming methods.

The average price per bushel based on farm prices in December each year show the average price of the six cereals to have been 45 2/10 cents per bushel in 1887, while in December, 1914, they had advanced to 65 2/10 cents per bu.

In 1887 the average income per acre was \$8.45, while in 1914 it had advanced to \$15.71, showing a gain of \$7.26 per acre. Can a farmer make any money in his business with an income of \$15.71 per acre? That depends upon the cost of producing this average income. Now, remember that these figures represent farm values in all sections of the country and the production from poor farm lands as well as good farm lands without regard to their location as to any particular market.

The cost of producing a bushel of grain has been one of a great deal of dispute and the different farm schools over the country are making a study of the question in the different grain producing states. At present studies have been made as to cost of producing some particular kinds of grain, but only two states that I know of have gone into the question fully covering the cost of all their products. These two states are Minnesota and North Dakota.

Minnesota Bulletin No. 145 covers a period of 5 years of production and the figures are ascertained by a survey of large tracts of land under cultivation in the usual way, therefore are typical of the average farm of the country as a whole. From these statistics we find the average cost of producing an acre of cereal crops to be \$11.05, these figures being based on a land rental of 6% on the value of the land—about \$70 per acre. This shows a profit of \$4.66 per acre the country over and based on an average of 206,316,000 equals \$961,432,560. With farm values of \$3,236,523,000 makes the cost of production \$2,775,090,440, which reduced to percentages shows a net farming profit of 42 3/10% after paying all overhead charges.

This profit is based on the assumption that all products are sold and converted into cash, but from data furnished by the Bureau of Crop Estimates we find that for a ten year average only 57.7% of Wheat, 31.7% of Corn and 29.4% of Oats move from the counties where grown, therefore a goodly portion is retained for feed and seed each year. It becomes interesting in this connection to note the farm values of livestock as reported by the Depart. of Agri. for the year 1902 compared with the year 1915 as of Jan. 1st each year:

	Milk cows.	Other cattle.	Hogs, all ages.	Sheep.	Horses.
1915—	\$55.33	\$33.38	\$9.87	\$4.50	\$103.33
1902—	29.23	18.76	7.03	2.65	58.61
Advance—	\$26.10	\$14.62	\$2.84	\$1.85	\$44.72
	89 3/10%	77 8/10%	40 4/10%	70%	76 3/10%

It appears from these figures as furnished by the U. S. Dept. of Agri. that the six cereals have advanced in price an average of 44 2/10%. Production has increased 29% per acre. That the value of production per acre has increased 86% from 1887 to 1914 and that live stock on the farms has increased in value on aver-

age of 70 7/10% from Jan. 1, 1902, to Jan. 1, 1915.

Other commodities of the farm have increased in value in like proportion as shown by a report of the U. S. Depart. of Labor of recent date. For instance the following advances have been made in fifteen years: Poultry, 51%. Eggs, 116%. Butter, 50%. Milk, 32 4/10%. Potatoes, 26 3/10%.

The general advance of cereals on the farm as compared to the yearly average price of grain in Chicago. You will note that farm prices for the five cereals mentioned advanced 20 cents per bu. from 1887 to 1914, while in Chicago for the same period Wheat advanced 12 1/2 cents, Corn 24 1/4 cents and Oats 13 1/2 cents. Also that during the 15 years as reported by the Department of Labor Wheat advanced 41 5/10%, while flour only advanced 28%, showing the gradual reduction of manufacturing costs for flour and the high development of the marketing of the grain products of the country in general.

Pork on the farm advanced 40 4/10% in value from 1902 to 1915, while the products advanced to the consumers as follows in the 15 years just passed:

Pork chops advanced 72.2%.
Bacon advanced 122.2%.
Ham advanced 73.2%.
Lard advanced 56.5%.

Do the farmers of the country as a whole receive a just proportion of the terminal market price of their products? The common answer to this question is that they only receive 35% and therefore do not receive their just share. However, based upon the market price at the time these figures were made of \$1.16 for No. 1 Wheat, 38 cents for No. 3 White Oats, 68 cents for No. 3 Corn, 92 cents for No. 2 Rye and 69 cents for Malting Barley. At terminal markets we find that farmers within a radius of 300 miles of market receive the following percentages of the terminal market prices:

Wheat, 90.0%.
Oats, 83%.
Corn, 88.2%.
Rye, 90.2%.
Barley, 84.1%.

or an average of 87.2% on every dollar of grain, it taking only 12 8/10% to handle grain products from the farm to the terminal. These within a radius of 600 miles of a terminal market receive about 3% less than those within 300 miles, which goes to pay increased cost of transportation. There are some producers this great distance from market, but the large majority are within the 300 mile limit.

The Cleveland article referred to claims that it takes about 77 1/4 cents of every dollar of production to handle (or market) it, whereas the figures actually show that it only takes 12 1/2 cents on grain, and it is reasonable to suppose that the costs of marketing cotton and meats are no greater than grain.

From these figures it does not seem that there is much room for improvement in the present marketing system insofar as grain products are concerned, notwithstanding

standing the exaggerated notions about the inefficiency of the system.

Professor L. D. H. Weld, formerly professor of economics at the Farm School of the University of Minnesota, now professor of business administration of Yale University, is perhaps the greatest authority we have in the country on the question of the marketing of farm products and I wish to quote from some of his works to substantiate the figures given above. He says:

"It has been determined that on the average Minnesota farmers receive about 60% of the prices finally paid for their products. This average is too high for the whole country, because Minnesota raises a small variety of staple products that are marketed on small margins. An appropriate average for the whole country would undoubtedly lie between 55 and 60 per cent. This is considerably different from 35 cents or 40 cents or 22 1/2 cents.

"The farmer receives about 90% of the price paid for his bushel of wheat by the Minneapolis miller; the farmer receives about 83% of the price paid for the flour made out of his bushel of wheat, and about 64% of all of the products into which his bushel of wheat is manufactured."

There seems to be room for betterment in the marketing of live stock, vegetables, fruits, poultry, milk, cream, etc., but how anyone can expect to market grain products for less money than they are now handled is beyond my reasoning powers, as is also how any man or body of men can reasonably claim that it costs \$7 to market \$9 worth of products.

It is time that men interested in the marketing question bring forward reliable information for publication in the reliable press of the country to overcome radical statements such as are herein referred to.

These figures show why the development of this country has been so rapid and explains in part at least the rapid raise in the price of farm lands in all sections of the country. The nation's prosperity depends upon the prosperity of the farmers and surely they as a body are making a success of their business.

Mr. Blanton's statement is true, but not in the sense that he tries to convey as the 40 cents represents a net profit above all expenses and amounts to almost a billion dollars each year and instead of being a pitiful 40 cents it becomes the most important 40 cents earned by any business in the country today, as the prosperity of the nation rests entirely upon the prosperity of the farmer.

This being true, then my farmer friend of Indiana stated a fact when he said "Farming is the greatest undeveloped business of the times," for when ways are found to use the waste family time on the farms then production will increase much faster in the future than it has in the past.

It would appear that farming was becoming highly developed and by specializing will become more so in the future and the profits of the business will increase. This is just as it should be, for

Officers of Ohio Assn., 1916-17.



Sec'y J. W. McCord, Columbus; Pres. John Wickenhiser, Toledo; and Vice-Pres. Earl Bear, Hicksville.

all business should be operated at a profit to those engaged therein.

The discussion to this point has been general in regard to other lines of business that are closely allied with the grain trade. I have tried to show how highly developed all of these interests have become and I ask you, Is it not reasonable to suppose that the grain business has kept pace with the times?

J. W. Harris, Cincinnati, O., a lightning rod expert representing W. C. Shinn of Lincoln, Neb., delivered an instructive lecture on the subject of protection from the lightning hazard as related to the insurance ass'n. He demonstrated his talk with an electrical device from which miniature strokes of lightning were forthcoming. He said that before lightning could appear it must be necessary to have a negative earth and a positive cloud, the lightning being the connection of these two thru the medium of a resistant point, too often the cupola of a country grain elevator. This cupola contains much iron and steel and the minute it is struck, the current follows shafting or machinery towards the ground, many times damaging or destroying everything with which it comes in contact and finally burning the elevator.

The action of the lightning was clearly demonstrated with a small model of an elevator set between a negatively charged, steel plate representing the earth and a positively charged iron disc, taking the place of a cloud. The highest point of the model was the point of contact for the lightning, until Mr. Harris rodged the little structure, or in other words, put "Shinn there first." With the rod in place no amount of friction within the machine could cause lightning to occur. Following this lecture, Mr. Harris demonstrated the difference in the construction of the rods themselves, showing conclusively why one rod may appear just as good as another and still be much inferior. The secret lies not only in the metal used, but in the amount of "surface" contained in the copper cord; the more finely spun strands in a cable the greater surface being obtainable. He told of many instances where improper rodging had brot no benefits and advised the dealers contemplating the installation of lightning rods to investigate thoroly before making a purchase. After a purchase was made the rodging should be done by a man competent to do the work.

The meeting adjourned, following Mr. Harris' lecture, until 9:30, Friday morning.

Friday Morning Session

T. P. Riddle, Lima, opened the second day's proceedings with a report for the North Western Ohio Grain & Hay Ass'n. He said:

Whenever we have a little trouble in our section the members of the local ass'n are very anxious to attend the meetings and pay dues, but now when everything is running smoothly they will neither attend the sessions or pay their dues. Instead of feeling discouraged over this, I think it should be considered as a compliment to Uncle Joe McCord. When things can be made to run without friction in both local and state ass'ns there is no need of attending the meetings, and such is the condition at present. Six years ago we started in our section to eliminate grain bags. Until the present time one county and part of another has continued to loan bags to farmers, but even this is now being remedied. This practice is expensive. Use the modern method, the wagon box and dump, as it saves labor at the elevator,

threshing can be done with less men and time is saved all around. The farmer is in favor of it as he appreciates we must eliminate all waste. If you do not eliminate this waste the farmer is going to eliminate you. The farmers' co-operative movement, which is causing some of you to sit up and take notice, can teach us a lesson. Not one of the farmer companies loans bags.

While on the floor I wish to suggest that in the future we take this convention to some interior point in order that we may obtain a better attendance. We grain dealers do not come here for pleasure or for a rest; we come for business purposes, and can obtain what we seek better if we are away from the pleasure seekers. We are confronted with many big problems and they should be handled carefully and given deep thought.

Chas. Quinn, Toledo: As Sec'y of the Grain Dealers National Ass'n, I have been interested in the farmers' co-operative movement in Ohio and other states. Recently I had the privilege of attending a convention of the Northwestern Grain Dealers Ass'n. The ass'n is composed of old line companies, independents and co-operative companies, all joined together without any distinction. All get along harmoniously as they have the same problems to meet. In that section the regular dealers are not afraid of the farmer companies. The question is one entirely of service and when the line elevator operator eliminates all waste and gives better service he has positively nothing to fear. The first thing the western co-operative company learns is that it must employ a high class manager if each of the stockholders is to obtain a dividend. They have started an exchange of their own in St. Paul, but time alone can tell whether it will ever amount to anything.

At the time Hill built his railroad into the Northwest the line companies, I do not believe, were treating the farmers quite right and the co-operative movement was the natural outcome. Now that waste is being done away with, the service to the farmer is being improved and for that reason it makes very little difference to a man if he hauls to a line elevator or to the farmers' plant. We can accomplish nothing without concentration of effort; the only time we ever accomplish anything in the National Ass'n is when we concentrate ourselves upon certain things. We must make a combined effort to give a better service to the farmer, after which there will be no incentive for him to start an elevator company of his own.

Mr. Quinn told of the work of the National Ass'n, its membership, state affiliations, and closed with an account of the work being done by its legislative com'tee, particularly as regards the Grain Grades Act and the Pomerene B/L Measure.

E. T. Custenborder: In the last number of the *Grain Dealers Journal* I note a letter from a well known Ohio dealer complaining of the terminal market expenses, it being supposed that the conditioning of grain in the markets cuts the profit for the elevator operator. I happened to be at the elevator of this man a short time ago. A farmer drove up to the scales, had the load weighed and it was dumped without any of the grain being inspected. I looked at the load, as it did not smell just right, and found the grain to be rotten. But it went into the elevator with subsequent loads of very fine wheat and all loads were paid for on the same basis.

Mr. Custenborder then went into details regarding inspection. He said:

Inspection of Grain

The grading of grain, from the time it is garnered by the farmer until it is delivered to the final consumer, is, from an economic standpoint, one of the most important questions with which we have to cope. The great loss to producers, dealers, and consumers, caused by careless methods of country grain dealers, is appalling.

Comparatively few country buyers attempt to grade grain as it is graded for them when they sell it. The farmer who delivers grain of good quality very seldom is properly rewarded for his efforts. The careless farmer, who garners his grain in poorly ventilated bins and open cribs exposed to the elements, is seldom discounted by the country buyer in keeping with the quality and condition of the grain he delivers. Thus we do not encourage the better farmer to continue in his efforts to market grain of high quality, nor do we try to discourage the careless, thoughtless farmer in his methods.

Along this line, I wish to call attention to a number of posters I have here. These have been posted in many of the elevators in my section and the results are surprisingly satisfactory. We ask the farmers, on these placards, for co-operation in sending a better grade of grain to market, and tell them that while the farmer with poor grain will be discounted, the man with a high quality of grain will be given a premium. As the idea seems to be a good one I think elevator operators in other sections could do likewise.

The federal government, in an effort to check the wanton waste of the nation's wealth, offers a long distance solution in a bill now pending in Congress. But if we would successfully cope with a great evil, we must strike at its source, which, in this instance is the country grain dealer. He is primarily responsible for most of our inspection troubles which could and would be eliminated if he would as carefully in-

NOTICE

This Elevator will buy all Grain and Seed in accordance with the Federal Government grades of Standard Commercial Grain.

FULL MARKET PRICE WILL BE PAID FOR GRAIN OF STANDARD GRADE ONLY : :

OTHER GRADES DISCOUNTED ACCORDING TO THEIR QUALITY

WE ASK THE FARMERS TO CO-OPERATE WITH US IN THE ENFORCEMENT OF THESE GRADES

This Placard Helps Many Ohio Dealers to Buy on Grade.

spect the grain he buys as it is inspected for him when he sells it.

My long experience in the grain business, and my acquaintance with the method and custom of the average grain dealer, has firmly convinced me that in legislation lies the remedy that will pave the way to the solution of the grain inspection problem.

I have a bill which I propose to have introduced in the General Assembly at its next session. It provides for the licensing of all country grain dealers in the state of Ohio. It provides that they shall inspect all grain bought and sold and give a certificate of inspection with each purchase and sale. It also provides for district inspectors, whom any interested party may call to inspect grain in country elevators, on track, en route, or at destination.

If legislation will do for the producers and consumers of grain what it has in other industries, like that of meats, milk, eggs, fruits, and many other things, our efforts will not have been in vain. Under present conditions so many country grain dealers do not know what grade of grain they are shipping, and, of course, the buyer, likewise, does not know what quality of grain he is going to receive. How much more satisfactory it would be to know the quality of grain shipped. No grain dealer can know what grade of grain he is going to ship unless he knows what kind of grain he receives. Hence, a thorough inspection of every load of grain is important.

H. L. Goemann, Mansfield: I do not agree with Mr. Custenborder as to the legality of the bill which he mentions. It is not constitutional for the man who buys the grain to issue a certificate. The bill would be killed because the members of the trade themselves do not understand grading sufficiently to buy grain by grade. The remedy is not in a bill, but rather in getting to the point where we will all agree to abide by the grades we have already established. The grades of the National Ass'n are very explicit and could be used by all. I instigated the uniformity of grading some years ago and we are now fighting for a bill which will compel the honest application of the grades prescribed. I believe that Mr. Custenborder's bill would only complicate matters.

Pres. Wickenhiser: The very fact that a country elevator man will buy rotten grain and pay for it the same as he pays for better grain would condemn him as an inspector. I believe we should be governed by the grades now established.

Mr. Custenborder: It would not be necessary for each elevator man to do his own inspecting. We could have an inspector for each district.

Pres. Wickenhiser: May I ask the dealers present, who buy grain strictly by grade, to stand up? (Out of 65 in the room, 20 arose.) At our elevators we keep a bin for the good wheat and a separate bin for the musty wheat. Instead of considering that corn is corn, and rye is rye, we should buy only according to

the condition of the individual loads. We have succeeded remarkably well and in our section the farmers and dealers are both falling into line.

V. E. Chambers, Sidney: May I ask Mr. Quinn what success he is having in inducing the terminal markets to adopt the grades of the National Ass'n?

Mr. Quinn: Baltimore has not adopted the National grades. That market will grade according to the National grades upon request but I do not suppose one car in a hundred is graded in that way. Boston, New York and Philadelphia are the same, but the southern export markets are using our grades. The purpose of the grain grades bill now before Congress is to compel all export markets, as well as interior points, to use the same grades.

Mr. Chambers: The present inspection I believe is very poor. In one recent instance a shipment of oats to Pittsburgh graded standard, but on being forwarded to Philadelphia it graded No. 4 and musty. Another car which graded 3 in Pittsburgh was found to be sample in Baltimore. I would like to have this ass'n recommend that the National grades be adopted at all markets.

Mr. Quinn: Such a motion or resolution will be unnecessary, as all markets will be forced to adopt uniform grading upon the passage of the present bill.

Mr. Riddle: Even the terminal markets can not grade uniformly. It will require national legislation to compel uniformity. The country elevator trade is not buying grain uniformly by grade for the same reason that it is not done in the terminal markets. I think there is merit in Mr. Custenborder's contention for his bill as it would make both farmer and shipper think seriously of the question of better grain.

F. Raabe, Ft. Jennings: We frequently have poor grain and hay offered for sale at our elevator. Just the other day a man drove up with a load of hay that had been water soaked. I think it is good policy to let the grain dealer who buys poor grain at the price of good stuff buy all that is offered. It is the best way to put him out of business.

G. W. Lamb: I would hesitate about granting a certificate on a load of grain unless I could inspect it clear thru, as many loads look fine on the surface, but near the bottom they are rotten.

Mr. Dehring: A man with any kind of a "smeller" can tell whether a load of grain is good or rotten. If this test is not sufficient, look the farmer straight in the eye and ask him if his grain is all right. You can tell in a minute if he tries to lie about it.

Mr. Goemann was asked to say something under the subject, "For the Good of the Trade." He said:

At the last meeting you empowered me to have adjusted the minimum weights of carload grain for which we were contending. We have finally succeeded in obtaining the consent of most of the railroads to the following weights, and these are now up to the eastern trunk lines for consideration: Wheat, 64,500 lbs.; corn, 61,600; rye, 61,600; barley, 60,000; oats, 51,200; barley and oats mixtures with 25% of barley, 51,200; barley and oats mixtures with more than 25% of barley, 60,000; ear corn, 49,000; screenings, 51,200.

We are trying to induce the railroads to pay for the full amount of shortages in grain shipments instead of having them deduct a fourth or an eighth of one per cent. If they would agree to this we could afford to compromise more of the differences than is possible at present.

The rule of the American Railway Ass'n regarding the loading of cars is another important matter. This provides that you can only load a car to a station when it is homeward bound or when a connecting carrier will get a part of the revenue. That means that you can not load the car of a western carrier to an eastern point. The railroads are not prepared to enforce this rule, and it is one which should not be put into effect. In England the railroads have gone about the movement of freight in a more effective manner, pooling the equipment of the four largest roads. This permits the movement of a greater amount of freight with the same number of cars. While we could not have a pool arrangement in this country, we could have a free interchange of cars between the carriers, which would give the shippers practically the same benefits.

Sec'y Tanner of the Ohio Millers Ass'n promised the co-operation of Ohio millers in any matters which would benefit the shippers, and suggested that every member of the Ohio Grain Dealers Ass'n get in touch with the congressmen from Ohio, telling them what is desirable and what is not.

Sec'y McCord: I want to emphasize the importance of keeping in touch with your senators and representatives. Senator Gore wrote me recently that the members of Congress and the House are always glad to hear from us as to our desires. These men are your servants and are in their present positions to look after your interests.

C. B. Latchaw, Defiance: I am the manager of a farmers' company. At the meeting last year I obtained the impression that we would be fought from every



Ohio Shippers and Receivers at Cedar Point, July 6 and 7, 1916.

corner, so I am glad to learn that we will have co-operation between the regular dealers and the farmer companies. We have bought grain this year strictly on grade. In a small town near Defiance two dealers are constantly fighting each other with the result that both are losing money. If they would co-operate, they would earn money for both the farmers and themselves instead of inviting farmer competition. In regard to the paper read by Mr. Butler, I would say that I read the article in question myself but did not get the impression that grain was the subject referred to as being so expensive to handle. It covered produce, cattle, milk and many other items as well as the grain. I am a dealer in milk as well as a grain man. I know that the cost of distribution of that product costs more than the producing of it, and it is the same with other items. As a farmer, I can get, from many elevator operators, the same price for a load of poor grain that I could get for No. 2 grain. At our plant, however, we take the time to mark the farmer's slip "Smutty," "Musty," "Dirt," or other causes which have helped to lower his grade. When grain is delivered in sacks we have a man inspect each sack. I wish to promise you the hearty support of the farmers in establishing a grade for grain which will be a benefit to both farmers and shippers.

Pres. Wickenhiser: The farmers are getting smarter all the time, and they are now insisting that they get full value for the stuff they deliver. Their neighbor must not be given as much for poor grain as the first man is paid for No. 2 grain. A few years ago wheat was wheat, but the complexion of the territory is changing rapidly with the addition of a lot of new farmer blood from the west. These men are more scientific and they alone would ultimately compel us to buy their grain only by grade.

The auditing com'tee reported the statement of Sec'y McCord correct and the books in excellent shape, after which the following resolutions were read and adopted:

Resolutions.

Whereas, On Monday, May 8th, 1916, the Cleveland Plain Dealer published an article of about half a column at Defiance, O., May 7th, 1916, in which article the statement was made that for every Nine Dollars worth of produce sold from the farm, only Two Dollars was returned to the producer, the remaining Seven Dollars representing the tolls levied by the middleman. Therefore, be it

Resolved, By this association that such statement, misleading, grossly false, and exaggerated should not be permitted to go uncontroverted, and that we as an association and by our personal individual efforts use every possible means of argument and publicity to cause the real truth to be dis-

seminated among producers and consumers particularly in the relation of Cereal Crops and to the whole production of farm crops.

A resolution endorsing H. R. 651 being a bill limiting Common Carriers to a specified time in which to present Claims for payment of all charges. This would change present method which limits Shippers four months in which to present claims while the carrier is without limitation.

Protest Against Giving Destination When Ordering Cars.

A resolution that an appeal to the proper officials of the Railroads protesting against their making an arbitrary and unreasonable ruling in regard to the ordering of cars for loading. This ruling consists in forcing the Shipper to state at time order is placed the destination to which shipment is to be made. The whole significance of this ruling is not fully apparent at first glance, but in practice it works in favor of one destination to the detriment of another, since in times of car scarcity the Railroad Co's proffer cars for shipment in certain direction, forbid the use of proffered equipment in contrary direction and claim inability to supply equipment to be used for shipment in direction desired, which forces Shipper to take what is offered or do without. This is a hardship to both Shipper and Receiver. It prevents Shippers from the free exercise of their liberties to control their shipments and to the detriment of receivers by denying to markets the free use of their source of supply. This practice is the worst form of discrimination against individual and community rights and the immediate result would be control of markets and prices.

Endorse and Recommend Mutual Insurance Cos.

Whereas, the Ohio Grain Dealers' Mutual Fire Insurance Association and The Grain Dealers National Mutual Fire Insurance Co., have been supplying the grain dealers of the State a protection second to none, especially noted for the great saving in cost, convenience and reliability; therefore, be it

Resolved, that this Convention hereby thank the Executive officers of these Associations for their efficient services in behalf of the grain trade, and that we earnestly recommend the Grain Dealers Policies to all the dealers of the state.

Moisture Testers.

Resolved, that a Committee be appointed to personally advise and influence the State Board of Agriculture to install moisture testers at Experiment Stations and that the use, operation and value of moisture testers be demonstrated to the farmer throughout the State.

Will Fight Dockage for So-called "Natural Shrinkage."

Resolved, that the Ohio Grain Dealers Ass'n participate in the fight to defeat the movement of Railroad Co's to force on the Grain Trade of the United States the arbitrary ruling known as "Natural Shrinkage" in the settlement of Claims.

Thanks and Appreciation.

An expression to Mr. Lee G. Metcalf of our sincere sorrow at the illness of Mrs. Metcalf with the earnest hope for her quick return to good health. Our regret on account of being deprived of Mr. Metcalf's presence and hearty support and encouragement to him in his work as president of the Grain Dealers National Ass'n.

To Mr. V. E. Butler the Association is especially obligated for the most exhaustive

and instructive address on "Economies of the Grain Trade."

In expression of our appreciation of the services rendered by and respect for president John Wickenhiser and Secretary McCord a rising vote of thanks of the members present is suggested.

Our Trade Journals are always with us tirelessly working for the Grain Men collectively and individually. They are of vital good to us. We want to encourage them, we most gladly endorse them and solicit the trade to subscribe to them and make use of their columns for advertising purposes.

Mr. Goemann: The railroads of the country are threatened by their employees with a tremendous strike. I therefore move that this association go on record as favoring arbitration of this difficulty before the Interstate Commerce Commission. Carried.

The nominating com'tee submitted the following nominees, who were unanimously elected:

Pres., John Wickenhiser, Toledo, re-elected; Vice-pres., Earl Bear, Hicksville; Sec'y-treas., J. W. McCord, Columbus, re-elected; Governing Board, E. Milton Crowe, Joe Doering, and C. M. Eikenberry, the latter re-elected.

Convention adjourned sine die.

Convention Notes.

The bathing beach was irresistible.

Cincinnati was represented by O. C. Hale.

Many of the old-timers were sadly missed.

Ninety million June flies were slaughtered each day.

E. E. McConnell supplied everyone with flowers and photogravures of Niagara Falls.

Did you get your mail at The Breakers? No! Well, the service was worse than ever.

Southworth match boxes, pocket knives and market letters were distributed by Kent Keilholtz.

The only real man from New York City—Jas. H. Bowne—reptg. Keusch & Schwartz Co., Inc.

Sec'y F. H. Tanner of the Ohio Millers Ass'n, distributed leaflets on "The Why of Associations."

Cleveland dealers present included Fred Abel, W. E. Goodall, Wm. McKnight and H. M. Strauss.

From Pennsylvania: R. C. Arbuckle and M. Dryfoose, both of Erie; and J. A. A. Geidel of Pittsburgh.

Baltimore was represented by E. H. Peer of Chas. England & Co.; G. A. Hax of G. A. Hax & Co., and Herbert Sheridan, traffic mgr. of the Chamber of Commerce.



Left, C. O. Garver and Family, Columbus; Center, V. E. Chambers, Sidney, with Wife and Guests; Right, J. A. A. Geidel, Pittsburgh, Pa., and V. E. Butler, Minneapolis, Minn.

C. S. Wheeler was present from the Agricultural Extension Division of the Ohio State University at Columbus.

Pencils were distributed by J. F. Zahm & Co., Abel Bros and The Colonial Salt Co., and automatic coat hangers by the Journal.

Railroad men in attendance included E. C. Brown and A. E. Quere of the Empire Line and J. S. Marks of the Interstate Despatch.

Supply men in attendance included G. H. Baxter, repts. Fairbanks, Morse & Co.; A. S. Garman, repts. Huntley Mfg. Co.; O. King and M. J. Young.

The com'te on resolutions was rather an animated group, consisting of a Young-Lamb, a Bear and a Crowe. As all were fond of water, they were always found around Wells.

The Fish Dinner at Hotel Rieger on the afternoon of the last day was enjoyed by 35 hungry dealers. As heretofore A. S. Garman supplied cigars for the men and O. King presented the ladies with carnations.

John Oldham of Sidney was one of the busiest men at the Point. He was a member of the Grain Dealers Ass'n, the Bar Ass'n and the State Loan Ass'n, all of which held conventions at the same time, and in adjoining rooms.

Insurance men in attendance included Sec'y C. A. McCotter of the Grain Dealers National Fire Ins. Co., C. O. Peters, agt. Millers National Ins. Co., and C. O. Garver, inspector for the Ohio Grain Dealers Fire Ins. Ass'n.

Those who were quartered in the main section of the hotel were able to sleep from 3:00 o'clock until 5:00 each morning, other hours of the night being given over to the hilarious amusements of some half dozen other conventions, which were also using Cedar Point for a meeting place.

Buffalo was well represented as usual, among those from that city being C. A. Bartow and F. J. Schonhart, both of the Electric Grain Elevator Co.; H. B. Burns; F. J. Maurer; Earl E. McConnell; J. G. McKillen, with Dudley M. Irwin; "Fredy" E. Pond, sec'y. Corn Exchange; and M. G. Reitz.

Toledo had C. H. Breymann; A. Guitteau; Kent D. Keilholtz of Southworth & Co.; Geo. A. Kraglo of Toledo Field Seed Co.; Fred Mayer of J. F. Zahm & Co.; O. H. Paddock; C. E. Patterson, and Fred and John Wickenhiser of John Wickenhiser & Co.; Chas. Quinn, sec'y Grain Dealers National Ass'n; Geo. Woodman, rep. Rosenbaum Bros., and Jesse Young of the Young Grain Co.

Altho 147 registered, the number of shippers present was not satisfactory and much talk was indulged between sessions as to the advisability of holding future meetings in the different shipping sections of the state, such as Dayton and Lima, in the hope of inducing more shippers to take an active interest in the state ass'n's work. Well advertised fall and annual meetings at these points would prove the value of the suggestion.

Ladies in attendance included the following: Mesdames C. O. Barnthouse, Agosta; C. A. Bartow, Buffalo; G. H. Baxter, Cleveland; Earl C. Bear and two young Bears from Hicksville; C. H. Breymann, Toledo; H. E. Dehring, Custer; L. W. Dewey and daughter, Blanchester; C. O. Garver and children, Columbus; F. P. Hastings, Cedarville; G. A. Wood, Baltimore, Md.; W. F. Heffner,

Circleville; Kent Keilholtz, Toledo; F. Maurer, Buffalo; Fred Mayer, Toledo; J. W. McCord, Columbus; E. E. McConnell, Buffalo, N. Y.; C. A. McCotter, Indianapolis, Ind.; O. W. Paddock, Toledo; C. E. Patterson, Toledo; Root of Detroit; C. H. Roszell, Troy; Chas. Quinn and daughter, Toledo, and the Misses Mills of Toledo and Fiedler of Indianapolis, Ind.

Among Ohio shippers in attendance were: C. O. Barnthouse, Agosta; E. C. Bear, Hicksville; E. T. Custerborder, Sidney; V. E. Chambers, Sidney; F. L. Davis, Defiance; E. Milton Crowe, Piqua; J. L. Doering, Antwerp; L. W. Dewey, Blanchester; H. G. Dehring, Custer; A. M. Daugherty, Derby; C. M. Eikenberry, Hamilton; U. G. Furnas, Saint Paris; H. L. Goemann, Mansfield; W. F. Heffner, Circleville; H. S. Heffner, Circleville; H. Huffman, Bowling Green; F. P. Hastings, Cedarville; R. B. Hall, Defiance; P. B. Hipp, Napoleon; C. A. Hiesel, Leipsic; R. Jacobs, Pomeroy; D. W. Jay, St. Marys; Ed. Krohn, Custer; G. H. Kraft, Leipsic; J. I. Lindower, Fostoria; G. W. Lamb, Hooker; J. H. Motz, Brice; F. L. McManess, Findlay; D. W. Navin, Okolona; E. M. Pierce, Prairie Depot; C. A. Powers, Genoa; W. J. Perry, Sandusky; J. E. Pfaffenbach, Bellevue; T. P. Riddle, Lima; S. L. Rice, Metamora; R. Rabbe, Ft. Jennings; D. R. Risser, Vaughnsville; R. D. Stryker, Huron; J. C. Cruikshank, Leipsic; J. Y. Stimmel, Payne; W. C. Schroeder, Cuyahoga; L. A. Trepanier, Dunbridge; E. Short, Elmira; W. L. Shaeffer, Seven Mile; C. H. Roszell, Troy, Ohio; W. R. Tabbert, Rocky Ridge; E. O. Teegarden, Duval; V. Vincent, Washington C. H.; J. E. Wells, Sidney; O. L. Watson, Old Fort.

Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during April, 1916, compared with April, 1915, and for the 10 months ending May 1, 1916, compared with the corresponding period ending May 1, 1915, as reported by E. E. Pratt, chief, Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	April, 1915.	April, 1916.	10 mos. ended May 1, 1915.	10 mos. ended May 1, 1916.
Castor beans, bus.....		45,913	582,586	525,641
Flaxseed, bus.....	458,936	628,700	7,266,480	11,666,076
Red clover, lbs.....	1,182,406	4,856,557	8,352,192	31,817,098
Other clover, lbs.....	1,053,449	419,809	13,793,690	7,774,840
Other grasses, lbs.....	9,398,381	776,987	29,793,309	8,290,932
EXPORTS.				
Clover, lbs. 431,846	652,337	9,730,061	6,863,698	
Timothy, lbs.....	1,174,889	918,992	10,519,350	12,961,141
Other grasses, lbs.....	250,047	226,637	4,053,152	3,131,101
Cotton, lbs. 113,954	325,928	5,881,060	2,356,094	
Flaxseed, bus.....	674	73	2,656	2,483
EXPORTS OF FOREIGN SEEDS.				
Clover, lbs. 16,201	1,120	16,631	112,391	
Other grasses, lbs.....	2,013	21,153	7,796	
Flaxseed, bus.....	266		63,208	17

Clover Seed Movement in June.

Receipts and shipments of clover seed at the various markets during June, 1916, compared with June, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Milwaukee, lbs. 2,400	3,050	128,440		
Toledo, bags 806	392	870	932	
Cincinnati, sacks 106	20	689	120	
Chicago, lbs.		1,081		
New York, bags				

Timothy Seed Movement in June.

Receipts and shipments of timothy seed at the various markets during June, 1916, compared with June, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs. 704,000	403,000	162,000	955,000	
Milwaukee, lbs. 60,000	120,000	204,000	118,383	
New York, bags 1,758				
Cincinnati, sacks 106	20	689	120	
Toledo, bags	60		50	

Seeds

The Illinois Seed Co., Chicago, has purchased two Hall Signaling Grain Distributors.

MT. STERLING, KY.—Geo. Hayes, of Louisville, has purchased an interest in the Blue Grass Seed Co.

THE ALLEN & REILS SEED CO. is a new firm that will open for business at Tampa, Fla., about Aug. 1, and will handle a complete line of seeds, feed and supplies.

CORPUS CHRISTI, TEX., June 26.—The milo maize and kafir corn crop in this immediate section is a failure on account of dry weather.—T. H. McNeill, rep. The Cottonseed Products Co.

OKLAHOMA CITY, OKLA.—Growing conditions of kafir corn in this state is 81%, milo maize 80%, feterita 79% and alfalfa 89%.—F. M. Gault, pres., Oklahoma State Board of Agriculture.

NAMPA, IDA., JUNE 24.—Our new seed warehouse will be ready to take care of this year's crop. We will change our firm name to the Nampa Grain & Seed Co.—Nampa Flour & Feed Co.

COLUMBIA, MO., JULY 1.—Flax acreage in this state is 76.5, and condition 89.9; broomcorn acreage, 93 and condition 88. Prospects are for a decreased acreage of cowpeas.—Missouri State Board of Agriculture.

BUCKWHEAT SEED is in unusual good demand this year in Michigan, because the weather has interfered with planting other crops, and as buckwheat is the only crop which can now be put in, indications point to a large crop this year.

THE UNION SEED & Fertilizer Co., Guttenburg, N. J., has registered as a trade mark for its foodstuffs for cattle and other animals a design representing a shield with the company's name and the letter "U" printed thereon.

THE ITEM in the agricultural appropriation bill calling for free distribution of seeds has been defeated in the senate. Senator Kenyon of Iowa led the fight, and presented statistics to show that "free seeds" had cost the government more than \$1,500,000 during the last five years.

A NEW SEED HOUSE is under construction at Twin Falls, Idaho, by the Courteen Seed Co., Milwaukee, Wis. The building will be 65x100 feet and will cost about \$25,000. The increase in clover seed production in the Twin Falls district makes this a good location for a warehouse.

AN ORDER has been granted Widlar & Co., Cleveland, O., releasing 38,000 lbs. of Japanese rape seed, seized at Buffalo, N. Y., by the government as being misbranded as mustard seed. Widlar & Co. have brot suit against a Chicago firm, alleging breach of contract, asking damages of \$6,000.

S. J. Lowry, acting mgr. of the Bokhara Seed Co., Falmouth, Ky., has resigned to accept an attractive position in the agricultural extension service of that state. Mr. Lowry has made good in the seed business and was offered a very substantial increase of salary by Mr. Barton, the proprietor, to remain with the company, but he chose to take up the life work for which he has prepared himself at the State Agricultural College at Lexington, Ky.

HEGARI is the name applied to a variety of kafir, which has been tested in Oklahoma and Texas and found to have a very prolific yield. The heads are a little longer than the dwarf black hulled white kafir and have a greater circumference. It is said to take about 4 days longer to mature than the regular black-hulled white kafir.

SUNFLOWER SEED shipped from the Pacific Coast will now take grain rates, according to a ruling recently of the Pacific Freight Traffic Bureau Ass'n, made up of all the railway lines on the Coast. Sunflower seed is extensively raised on the Pacific Coast, and this reduction in freight rate will make a considerable difference in the price when this seed is shipped to eastern markets.

W. A. WHEELER of Mitchell, S. D., has recently been appointed by the Federal Department of Agriculture as a specialist in market seeds, a new office recently created by that department. He will be required to investigate the methods of marketing agricultural seeds, especially of the cereals, forage grasses and legumes, and to render assistance to producers and dealers in organizing and marketing their products.

THE QUARANTINE ACT promulgated by the Sec'y of Agriculture under authority of the Plant Quarantine Act of Aug. 20, 1912, prohibiting the importation by mail from southeastern Asia (including India, Siam, China), Malayan Archipelago, Australia, New Zealand, Oceania, Japan and adjacent islands, of seed and all other portions of Indian maize and certain closely related plants in the raw or unmanufactured state, took effect July 1.

THE IOWA SEED DEALERS ASS'N in session at Des Moines on June 7 elected the following officers for the ensuing year: W. C. Grote, Council Bluffs, Ia., pres.; E. M. Cole of Pella, Ia., vice-pres.; A. M. Eldridge, Shenandoah, sec'y; Hon. John T. Hamilton, Cedar Rapids, treas. The com'ites will be appointed by the newly elected president. Mr. Miller of Guthrie Center, Ia., and Bowles & Billings of Marshalltown, Ia., were admitted to membership.

A TEST CASE of the Tennessee pure seed law, which went into effect on April 27, 1909, will be conducted in the courts. McKay, Reece & Co., Nashville, have been indicted for violation of the law, the true bill being based on an alleged illegal sale of clover seed. The defendant concern contends that it is unable to comply with the requirements of the act in its present shape, in that it is impossible, in buying seed from all parts of the country to ascertain the quantity of impurities, source, name and locality of the grower, etc.

EXPERIMENTS to find out the percentage of germination of hard seeds in legumes are being conducted by the Montana Agricultural College experiment station. To ascertain the accuracy of conclusions drawn from the general laboratory practice of assuming that these hard coated seeds that take a longer time than ordinarily allowed to germinate will grow, and adding this to the percentage of seeds showing germination, a large number of hard seeds of such legumes as clover, alfalfa and sweet clover, were selected and tested for five months in the laboratory and then planted in the field to find out what percentage would ultimately grow.

From the Seed Trade.

TOLEDO, O., JULY 5.—October clover advanced during last days of June to \$9.22, the highest on the crop, but reacted moderately later. Entire range of prices has been narrow, reflecting the waiting period of spring and early summer, when it is still too early to get much of a line on the new crop. July, August and September are the critical period, and fluctuations are often wide and speedy during these three months. Prices last year remained below \$9 until August, when they jumped to \$10.30. Rains last year drowned the crop in the Central States. Most clover reports have been good thus far. But there is always a feeling of respect towards the possibility of mid-summer damage. Missouri seed house says prospects are good there, but the critical season is still ahead. One Indiana correspondent says the hay crop is being taken off and there is enough moisture to give the second crop a good start. Another Indiana friend writes that the cutting of the first crop has been completed in his section with good results, and the second crop has got a good start. Stocks of seed in France and Italy are much smaller than a year ago. Much will be cut for hay there and not saved for seed. Large importing house expects prices to go higher.—Southworth & Co.

CHAS. H. CHALLENGE, of Chicago, has been elected treas. of the Millers National Federation, to fill the unexpired term of P. H. Litchfield, deceased.

Silver Dollar Reproduced in Corn.

George Heeren, a cabinet maker of Pella, Ia., has found a new decorative use for corn, and incidentally a novel means of demonstrating the patience and perseverance which he possesses. The reproduction of his "corn dollar," shown in the engraving, required the careful placing of 250,000 kernels of corn upon a composition board 32 times the size of a silver dollar.

The kernels are carefully selected as to color, 30 different shades being used, and every kernel being Iowa grown. It is securely glued to the board and the whole reinforced with wood. Under the money design is a small illustration showing the hog fattening qualities of Iowa corn, while just above the well fed hog the word "Iowa" stands out prominently in letters made of white kernels.

The design is more than five feet in height and has been pronounced one of the best designs ever produced with corn. The owner devoted more than six months' time to its making, and the many colored design, which weights 125 pounds, now occupies a prominent place in his home.

A RAPID DISCHARGE of grain was recently accomplished at Naples, when the steamer "Haigh Hall," carrying 7,205 tons of wheat was discharged in 34 1/4 hours. This is undoubtedly a world's record. Last month the steamer "Trevangan," carrying 7,034 tons of wheat, was discharged in 37 hours at the same port.—Ross T. Smyth & Co., London.



Silver Dollar Reproduction in Corn

Grain Carriers

HIGH GRAIN RATES prevail on the lakes, 4½c being paid from Lake Superior to Buffalo, and it is expected that they will be still higher in the fall on account of the big demand for ore carriers.

THE MOORE-SEAVER GRAIN CO. and the Lonsdale Grain Co., Kansas City, Mo., have asked the Interstate Commerce Commission to re-open their case against the Union Pacific involving grain transit.

THE CARGO of the steamer Briton, when unloaded at Buffalo, was found to have been damaged by fire to the extent of 20,000 bus. A lighted candle in one of the cargo holds of the boat, which was loaded at Duluth, caused the fire.

MILWAUKEE will be a party to the suit which is to be instituted shortly to prevent the Western carriers from enforcing the "natural shrinkage" rule. The Board of Directors has appropriated a sum of money for that purpose.

FURTHER SUSPENSION from July 13 to Jan. 13 of the increased carload rates on grain and flour from Colorado points to Gulf ports for export, proposed by the Colorado & Southern has been ordered by the Interstate Commerce Commission.

THE RULES designed to equitably distribute cars will be enforced, if possible, by the American Ry. Ass'n, the Car Service Commission of the Ass'n having recently organized a force of 20 inspectors to go over records of car movement and make field investigations.

THE FIRST OCEAN VESSEL to visit Montreal this season was Italian liner "Bavenn," which loaded 420,000 bus. of Canada's seized grain. The captain of the "Bayern" stated that this was the first of forty Italian steamers on their way to Montreal to load wheat and other produce.

THE WOODEN STEAMER Panther, carrying 65,000 bus. of grain from Fort William to Midland under Canadian charter, was rammed off Parisian island, Lake Superior, during a heavy fog, June 26, and sank in 20 minutes. The Panther was owned by the Davidson Smith Elevator Co.

A STAY ORDER suspending the reduction of rates on grain shipments in Illinois, granted recently by the Public Utilities Commission, was entered July 6 by Judge Creighton in the Sangamon County Court. The railroads charge that the Chicago Board of Trade was obtaining preferential rates and attempting to get a monopoly on the grain trade of Illinois.

THE RATE charged by the Mobile & Ohio Ry. on wheat transported from E. St. Louis milled in transit into flour at Cairo, and shipped thence to Port Chalmette, La., for export, was found unreasonable by the Interstate Commerce Commission on hearing the complaint of the Cairo Milling Co. against the rate. A refund of \$196 was awarded the milling company.

THE STEAMER Charles W. Hutchinson, with a cargo of 456,000 bus. of wheat from Fort William for Buffalo, sank off Cedar reef in upper St. Mary's river on July 2, after being in collision with the steamer Lyman C. Smith. The Smith returned to the Soo with its stem smashed flat and forepeak full of water. No lives were lost. The Hutchinson had a capacity of 10,000 tons.

TO PREVENT a car shortage when the wheat movement starts this season, the Santa Fe Ry. is placing empty cars on all sidings in the smaller towns to be ready to receive the new wheat. According to E. E. Hook, division freight agt. for the Santa Fe Ry., the farmers will not suffer this year as much as in former years by not having ample facilities to send their wheat to market.

THE SPAULDING ELVTR. Co. of Warren, Minn., was awarded a refund of \$144 from the Canadian Pacific Ry. The Interstate Commerce Commission, trying the complaint, decided that the rate of 30.3c per 100 lbs. charged for the transportation of 2 carloads of oats from Assiniboia, Saskatchewan, Can., to Warren, Minn., were unlawful, as the tariff rate of 29.8c per 100 lbs. was reasonable.

A NEW GRAIN SHIPPING RULE was laid down by the Interstate Commerce Commission in a decision of July 5, stating that grain from Illinois points to Chicago when sold there and reshipped to interstate points should pay the low intrastate rate to Chicago, but that grain from Illinois which is stored at Chicago and then reshipped must pay the interstate rate from the point of origin to final destination.

MINIMUM WEIGHTS of the C. G. W. Ry., effective Aug. 1, in Sup. No. 22 to 15084 are: On grain, except oats, minimum weight 4,000 lbs. less than marked capacity of car; on oats, minimum weight 10% less than marked capacity of car. When cars are loaded to grain line, or, if grain line is not marked, to full bulk capacity, actual weight, but not less than 40,000 lbs. on oats and 46,000 lbs. on other grain will apply.

A PETITION FOR RELIEF from the practice of the railroads of making deductions for shrinkage in shipments of grain, moving to Seattle, Wash., will be made to the Interstate Commerce Commission by the grain com'te of the Merchants' Exchange, with the transportation com'te of the Chamber of Commerce of Seattle, on the ground that grain moving to that climate absorbs moisture and gains in weight instead of shrinking.

THE WESTERN DEMURRAGE BUREAU has asked the Nebraska Railway Commission to place an interpretation on a rule relating to time allowed for inspecting grain and moving it to an unloading point. The Omaha Grain Exchange has interpreted the rule to mean that 24 hours is allowed to move it to the place of unloading and then an additional two days is allowed for unloading before demurrage charges can be assessed, making four days of free time. As this time allowance ties up cars for a considerable period the state commission may ask that the matter be settled by formal complaint and a hearing.

THE COMPLAINT of the Iowa-Dakota Grain Co. v. the Illinois Central Ry. charging that rates on corn from interior Iowa points to Council Bluffs, Ia., on interstate traffic, were unreasonable to the extent that they exceed rates applicable on like intrastate traffic, and prejudicial to the complainant and to the advantage of shippers having elvtrs. at Council Bluffs, was recently heard by the Interstate Commerce Commission, who decided that the intrastate rates are not unreasonable and the discrimination was due entirely to the failure of the railroad to collect its legal rates on interstate shipments of corn stored in transit at Council Bluffs.—P.

ARKANSAS to St. Louis rates on corn, wheat, millet, flaxseed and hempseed over the M., K. & T. R. R. may be reduced to the same basis as over the Frisco System under authority given July 8 by the Interstate Commerce Commission to disregard the long and short haul clause.

WHEAT HANDLED for the lake season of 1915 between American and Canadian ports, as reported by the Grain Clearance Corporation, amounted to 210,803,316 bus., of which Buffalo received 167,286,176 bus. Shipments of wheat from the leading ports included 106,474,641 bus. from Fort William, 87,396,836 from Duluth and 15,880,449 from Chicago. Shortage on shipments average 20.7 lbs. per 1,000 bus.

THE PENNA. RY. has modified its embargo on export grain destined to Baltimore, effective June 27, as follows: Export grain will be accepted for consignees who had grain in Elevator No. 3 at the time of the fire when intended to replace the grain destroyed. The total amount of grain accepted must not be in excess of the same kind of grain on store in the name of the consignee at the time of the fire. Satisfactory evidence of steamship engagement must be confirmed by the division freight agent at Baltimore.

THE ALLEGED PRACTICE of the Union Pacific and connecting lines of adding the difference between the interstate and the intrastate rates to shipments which on rebilling leave the state of Nebraska was attacked in a complaint filed with the Interstate Commerce Commission by E. J. Woolworth, a dealer in alfalfa at Kearney, Neb. He states that on alfalfa meal shipped to Omaha from Kearney at the intrastate rate of 10½c per 100 lbs., and rebilled to Kentucky, the railroads have collected additional charges on the Kearney-Omaha haul by applying the proportion of the interstate rate, amounting to 14c.

THE NEW YORK, New Haven & Hartford Ry. has announced that when cars of bulk freight are held on storage tracks because of failure of consignees to unload other cars (previously received) within free time, or when cars have to be held short of destination, demurrage will be charged; and no additional free time will be allowed when the cars are finally placed. The Boston Chamber of Commerce has protested at this change in the tariff, declaring that a recent agreement, to which the railroads, the shippers and the Interstate Commerce Commission were parties, provided that no changes whatever should be made in demurrage rates without first conferring with the shippers.

THE PROPOSED CANCELLATION of joint rates on grain in carloads from points in Kansas and Missouri on the St. Louis & San Francisco Ry. by way of Bridge Junction, Ark., to points in Arkansas on the Chicago, Rock Island & Pacific Ry. was declared justified in part by the Interstate Commerce Commission. The schedule involving the proposed cancellation was filed by the Frisco and its receivers, to take effect Aug. 26, 1915, but upon protests of the Jobbers & Manufacturers Ass'n of Springfield, Mo., Mammoth Spring Milling Co., Mammoth Spring, Ark., and the Southwestern Missouri Millers Club of Kansas City, Mo., was suspended until Dec. 24, 1915, and later until June 24, 1916. The Commission ordered the schedules under suspension cancelled, but without prejudice to respondents' right to file a new tariff.

THE FIRST COMPLAINT to be lodged against the new Great Lakes Transit Corporation was filed by the Chicago Board of Trade with the Interstate Commerce Commission, charging that certain provisions of the tariffs of the corporation materially increase the rates on seeds, grain and products in carloads from Chicago to Buffalo, Erie and the seaboard. It is based largely on a switching charge that is involved in the total shipping cost of carload grain by lake and rail. In its answer the Corporation denies that the water rates have been raised, and claims that the issue raised by the Board of Trade has to do with switching charges from mills and factories in the Chicago switching district to the Corporation's docks, which is collected by the railroad companies, as the service of the Corporation begins at the water front. Of the 70 railroad companies made defendants to the complaint, it is claimed that many of them have raised these switching charges.

Reparation Allowed.

Reparation orders for overcharges on grain have recently been issued by the Interstate Commerce Commission as follows:

M. K. & T. Ry., \$101.45 to Kansas Flour Mills Co., on wheat from Belle Plaine, Adamsville and Palestine, Kan., to Arkansas City, Kan.; Cin. Ham. & Dayton Ry., \$8.65 to H. E. Kinney Grain Co., on wheat, from Liberty, Ind., to New York; D. & H. Ry., \$15.96 to Cushing & Co., on rye from Elnora, N. Y., to Cambridge, Mass.; C. M. & St. P. Ry., \$7.20 to Missoula Mercantile Co., on oats from Missoula, Mont., to Avery, Idaho; C. R. I. & P. Ry., \$129.19 on corn from Hansen Heights, Ia., to Kansas City, Mo.; D. & H. Ry., \$15.26 to D. F. Parker, on rye from Elnora, N. Y., to Gardner, Mass.; Erie Ry., \$2.83 to Empire Grain and Elvtr. Co., on corn from Scott, Ohio, to Susquehanna, Pa.; New York Central Ry., \$12.23 to Urschel Bros., on wheat from Tippecanoe, Ind., to Philadelphia, Pa.; Ind. & L'ville Ry., \$46.39 to Harris Winthrop Co., on wheat from Brushton, Ill., to Chicago via Linden, Ind.; C. M. & St. P. Ry., \$162.33 to Quinn-Shepherdson Co., on corn from Inwood, Ia., to Kansas City, Mo.; Pa. Balt. & Wash. Ry., \$30.71 to Jesse L. Sheppard, on wheat from Mt. Pleasant, Del., to Showell, Md.; C. R. I. & P., \$12 to Scott Milling Co., on corn from Matthews, O., to Sikeston, Mo.; C. M. & St. P. Ry., \$63.43 to E. Clemens Horst Co., on barley from Romain, Cal., to Milwaukee, Wis.; \$32.60 and waive collection of \$75.04 on barley from California points to Milwaukee, and \$21.84 and waive collection of \$136.93 on barley from California points to Milwaukee; Ill. Cent. to Quinn-Shepherdson Co., \$991.33 on corn from Mattock and George, Ia., to Atchison, Kan., Kansas City, Mo., and Leavenworth, Kan., and oats from George, Ia., to Kansas City, and waive collection of \$58.77 undercharge on these shipments; also M. K. & T. Ry., \$34.74, to B. Strong Grain Co., for misrouting corn from Parker, Kan., originally consigned to Hutchison, Kan., and reconsigned to Little River, Kan.; St. L. & S. F. Ry., \$6.20 to Russell Grain Co., for misrouting of wheat from Harlton, Mo., to Kansas City, Mo., and P. C. C. & St. L. Ry., \$3 to Indiana Grain Co., for drayage at Lima, O., on corn from Anderson, Ind.

Feedstuffs

DAMAGE amounting to \$1,000 resulted from a fire in the plant of the Louisville Cereal Mills Co. recently.

A TRADE MARK for poultry feed registered by the American Agricultural Chemical Co., New York, N. Y., consists of the word "Prottox."

F. A. ELY of Mendon, N. Y., and F. D. Budd of Rochester, N. Y., have gone into the feed trade at Rochester, with office in the Chamber of Commerce Bldg.

THE ALFALFA MILL of the Denver alfalfa Milling & Products Co. at Bristol, Colo., is undergoing extensive repairs preparatory to the biggest season the mill has ever had.

AN ANIMAL FOOD product comprising dried banana meats and dried banana skins and other bulk increasing ingredients has been patented by Hugh Edward Plunkett, Malden, Mass.

AN ALFALFA MILL and feed mixing plant has been purchased by the Farm Products Co., Muskogee, Okla., from S. H. Stoltzfus of the Kansas City office of the Wolf Co. The mill has a capacity of 30 tons.

THE NEW ALFALFA mill at Dexter, N. M., was expected to be in full operation the first of the month. The mill will have a capacity of 15 tons per day. Last year more than 2,000 cars of alfalfa were shipped from the Pecos valley town.

SCIENTIFIC experiment has shown that to grind alfalfa adds at least 33 per cent to its digestibility. With these facts before us it is easy to recognize the economic value of crushing or grinding all feed for work animals.—Edgar-Morgan Co.

THE REPRESENTATION of a bag with the word "Domino" in bold type thereon is the trade mark registered by the Nowak Milling Corporation, Buffalo, N. Y., for its horse, dairy and poultry feed. The company has also registered the word "Fidelity" as a trade mark for a poultry, stock, horse and dairy feed.

OPERATIONS in the new poultry feed mill of the Chas. A. Krause Milling Co., Milwaukee, were started on June 26. The capacity of the by-products department now is 32 cars daily. Edward Corrigan, for several years associated with the American Milling Co., is sales manager for the new department. J. A. S. Strickland continues as sales manager of the products department.

THE MUTUAL MILLERS & Feed Dealers Ass'n will hold its 2nd annual convention at Jamestown, N. Y., July 21-23, which promises to be the largest yet held by this ass'n, and many new members are looked for. M. A. Donner of Buffalo is chairman of the membership com'te. On the program there will be addresses by M. G. Fletcher, pres. of the Jamestown Board of Commerce; Charles L. Carrier, pres. of the New York State Retail Feed Dealers Ass'n; Frank C. Jones, sec'y of the oldest retail feed dealers ass'n of New York state; James Boyce of Davenport, Ia., and other well-known men. An elaborate entertainment program is being prepared.

AN ALFALFA MEAL mill is to be constructed at Wilson, a farming section south of Vineland, Colo., by the Broadacre Farms Co. The mill will be of the capacity of most other mills in the Arkansas Valley, and will be operated by electric power. A large warehouse will be erected at Vineland, thus giving considerable storage capacity at both ends of the road, and enabling the company to ship at any time without having to rush products to the railroad from the mill.

PLANS for the new Swift & Co. feed plant to be operated at South St. Joseph as the Grain Belt Mills Co., provide for a mill building, a storage house and an elvtr. The buildings will be of steel and concrete construction and will be of an attractive design. The machinery will be of fireproof construction and will be electrically driven. Swift & Co. are large users of stock foods, but the capacity of the mill will be large enough to supply a growing market and it is the intention to develop St. Joseph as a center for the manufacture of balanced stock foods, horse foods and poultry foods on a large scale.

THE ENCOURAGEMENT of scientific and economic production of food for livestock, promotion of agricultural and industrial conditions in Kentucky and dissemination of information on food values of dried grains and other by-products of the process of manufacturing distilled and malt liquors is the purpose of the recently incorporated Kentucky Distillers & Prewers Dried Grains Co., Louisville, Ky. The capital stock is \$1,000, incorporators James Thompson, pres.; R. E. Wathen, vice pres.; Leland Taylor, treas.; P. W. Grinstead, sec'y, and Charles Wiedemann, men of long experience and wide knowledge in the distillery business.

THE ALBANY CONVENTION of the New York State Retail Feed Dealers Ass'n was attended by 150 dealers, and 50 new members were added to the ass'n. Interesting addresses were given, notable among them an address by F. C. Jones, a member of the executive com'te, dealing with the subject of the retail feed dealers and farm bureau managers. C. B. Smith, chief of extension work, north and west, of the U. S. Department of Agriculture, States' Relation Service, spoke on the subject "The Relation of Farm Bureau Agents to Farmers' Purchasing and Marketing Organizations." The entertainment included an automobile tour about the city, a banquet at Hotel Hampton and a daylight ride down the Hudson. Officers for the ensuing year were elected as follows: Pres., Charles L. Carrier, Sherburne; vice pres., W. C. Richards, Parish; sec'y, H. M. King, Waterville; treas., M. J. Mudge, Afton; member of executive com'te, F. C. Jones, Bullville.

THE CAUSE OF PELLAGRA, the cure of which has baffled the medical scientists of two continents, has been traced to improper diet—a diet wherein the elements of protein, fat, and carbohydrates were out of balance. Pellagra in the human family thus illustrates nature's revolt against the continuance of any diet containing a surplus or shortage of any one of those elements which are so essential for physical maintenance. In the lower animals, physical endurance is greater than in man. Therefore, the constitutional injury to animals which results from an incorrectly balanced diet does not take the same serious form of out-

ward manifestation. When they are given rations which are out of balance with nature's requirements, scientific experiment has shown that a general lowering of vitality and a very marked reduction of efficiency occurs which corresponds with the human physical protest of pellagra. Modern science, therefore, in her ceaseless search for new economies, has evolved the balanced ration—mixed feed. First through experiment, and later through the experience of a number of years of wide usage it has now come to be regarded as the most efficient, wholesome, safest and most economical feed for stock.—Edgar-Morgan Co.

Feedstuffs Movement in June.

Receipts and shipments of feeding stuffs at the various markets during June, 1916, compared with June, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	33,275,000	34,297,000	79,498,000	89,967,000
St. Louis, sacks	90,470	168,300	111,230	81,510
Milwaukee, tons	10,330	18,404	15,335	21,390
Cincinnati, tons	6,871	6,448	8,969	7,905
Kansas City, tons	2,040	1,240	13,100	10,120
San Francisco, tons	518	634	.....	.....
New York, lbs.	.....	.....	143,000	.....

Exports of Feeding Stuffs.

Exports of feeding stuffs during April, 1916, compared with April, 1915, and during the 10 months ending May 1, 1916, compared with the corresponding period ending May 1, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	April.		10 mos. ended May 1.	
	1915.	1916.	1915.	1916.
Bran and middlings..	1,243	631	9,212	14,439
Dr. grns. and mlt. sprts.....	37	68	7,413	1,252
Mill feed.....	1,771	2,000	24,598	22,020

OIL CAKE AND OIL CAKE MEAL (Lbs.)

Corn	12,175,863	6,000	39,951,625	17,813,842
Cotton-seed	93,930,152	46,274,489	1,375,401,515	989,901,278
Lin-seed	50,276,693	21,345,773	450,311,457	539,503,305
All others	2,630,595	1,918,968	9,713,458	25,002,322

A GRAIN ELVTR. or silo is now being erected at the King George dock, Hull, Eng., of reinforced concrete, capable of holding 40,000 tons of wheat in bulk only. It will have 288 bins, each having a holding capacity of 140 tons of wheat. Six traveling bucket-type ship elvtrs., each with 120 tons discharging capacity per hour will deliver all classes of grain and seed from ship to conveyors in tunnels along the quays. Six telescopic portable bucket-type elvtrs. of 60 tons discharging capacity will deliver all classes of grain and seed to craft from ship. The aggregate capacity of the discharging appliances will be 1,200 tons of wheat per hour. Berths will be provided for simultaneous discharge of 3 steamers and 2 barges. The conveyors will be electrically operated. The inside arrangement of the elvtr. will permit of direct discharge to or from ship to each of the bins or receiving house, either with or without cleaning and weighing; also for automatically delivering by sack to barge. Each cleaning plant is capable of treating 50 tons per hour, the scales tipping with 2 tons.

Northwestern Grain Dealers Annual Meeting.

Many dealers who had started for the annual convention of the Northwestern Grain Dealers Ass'n at Hunter's Hot Springs, Mont., June 22, 23, 24, had to turn back home when their trains became stalled by the extensive washouts. A few made a long detour to get to the meeting, yet the attendance of about 60 was the largest at any meeting of the Ass'n.

All trains were met at Springdale, the junction to Hunter's Hot Springs, by auto busses, conveying the passengers to these celebrated springs, two miles distant, where the headquarters hotel was nestled in a pretty little basin, completely surrounded by snow-capped mountains.

H. S. Anderson, Stanford, Mont., pres. of the Ass'n, delivered an address from which we take the following:

President's Address.

We are the young grain dealers ass'n in the United States, the last one included. In the short time of our existence we think we have made wonderful progress. The disposition of the grain dealers is for fairness and we have had the example of the older associations to guide us in the way. The Northwest corner of the United States is our territory. In it are some interruptions in its wheat fields, to relieve the monotony, but the interest is common to all. Only a little more than a year ago we began our active work, and today we find ourselves handling the problems for grain dealers representing every branch of the grain trade. Every convention marks not only a milestone in our progress, but also a better showing for things accomplished. Not long ago it was the custom to make slighting remarks about the agricultural resources of Montana, and not much was said in favor of an association, but there is not much of that sort of thing heard nowadays.

With only a little more than one year of activity we are a reality. Most industrial organizations have a small beginning and their growth is gradual. There are many things to be taken into consideration. Arguments are all in favor of an organization, the arguments against it can be ridiculed like tissue paper with a machine gun. It is a compliment to the association that success goes with it more with passing time and that its members are increasing in knowledge and getting better results.

Remember, gentlemen, friends are the greatest assets any individual can have. Our future greatness as an association depends upon this more than anything else. He who gains nothing in the business world and among his fellow men loses respect and reward.

With the coming years will be a greater population, increasing production, changing conditions, new features and problems, and withal to keep abreast with the times greater activity in the association with increasing usefulness. The necessity for the association will grow and develop with time and if it does its duty it will be a very busy and useful organization, accomplishing much for the future welfare of the great industry it represents.

Again, I extend to you all a most hearty welcome to our congress of grain dealers. We are here to have a good time, let us enter into it in the same spirit in which it is intended, forgetting all about our business worries and troubles, knowing that with increasing friendship troubles will be decreasing.

It gives me particular pleasure to note that some of the dealers present have their wives, daughters and sweethearts with them. This is just as it ought to be, only the custom should become more general. Grain dealers never could achieve real greatness without the refining and ennobling influence of the gentle sex. We will bend every effort to make their visit with us so pleasant that in future conventions we will see them with us in larger numbers.

A. W. Withrow addressed the Convention on "The Terminal End of the Grain Business as it Pertains to the Country Shipper." This was well received, as many grain dealers are only familiar with the shipper's end.

He was followed by V. E. Butler of Minneapolis in an able address on "Pre-



H. S. Anderson, Stanford, Mont., Pres.

paredness as Applying to the Grain Business Today." The Ass'n was unanimous in passing a resolution that the address made by Mr. Butler be printed in book form for distribution among the grain dealers.

John McVay addressed the convention on "The Farmers in the Grain Business," stating that the farmers are in the grain business to stay, but would be fair.

He was followed by Thomas T. Sullivan, who also spoke for the farmers.

Chas. Quinn, Toledo, O., sec'y of the Grain Dealers National Ass'n, made an interesting and helpful talk on how best to avoid the shoals and pitfalls usually met in Ass'n work. He stated there has been introduced in the present congress 79 bills affecting the grain trade. He explained how the national organization keeps in line on these bills through its legislative com'tee.

Professor Alfred Atkinson, agronomist, made a splendid address on "The superiority of Montana grains; how to cultivate them for best results, while retaining the fertility and productiveness of the soil; the kinds best suited to conditions in the Northwest and the sorts in greatest demand as best meeting the requirements."

H. N. Stockett, sec'y, Great Falls, Mont., spoke in part as follows:

Secretary's Report.

Our active work began only a little more than a year ago. At that time we had only a few members; now we have many. Nearly all the grain dealers, in the part of the territory in which we are now working, are numbered with us, comprising nearly all those regularly engaged in the business, representing every branch of the industry.

It is noble work in which we are engaged as representatives of the greatest industry we have or ever will have. To obtain the good objects of our Ass'n the members must co-operate, because in no other way can benefits be realized.

We have men with us who are an inspiration to our cause. Men of high ideals and long experience. Men with the courage of their convictions, and we can listen to them with profit.

The grain industry in the Northwest is growing, developing rapidly. Harmony with fairness is the only way in which we can succeed. One man cannot raise all the grain, one man cannot handle all the grain products, but all can be done in common fairness. It matters not who handles the grain, but it does matter how it is handled.

The farmer's welfare, the dealer's protection and the community interest, demand that we work for the common good

and that we co-operate in simple fairness, without which there can be nothing worth while.

Times are changing; we are gradually getting away from primitive methods to ways more modern, that make for better service, greater economy and extended usefulness.

In every walk of life, in every pursuit, we are our brother's keeper. The interest of one is the interest of all. Each one should have a wholesome regard for the rights of the other. Harmony will get us the best, lack of it what we do not want. The closer we get to the objects of our association the better.

The object of our organization is not for exclusion and monopoly; it is for co-operation and efficiency, which will lead us to greater competency. We can accomplish more if each one will attempt more. Great rewards go to those who dare to do things, who make the effort with determination and stick to it.

Any one who will not co-operate can be likened to a man so mean that he bought his bed clothes so short and narrow, that when the first cold night came he froze to death. Co-operation is trade life. The absence of it trade death.

Producers, grain dealers, consumers; normal conditions; no necessity for law, no liability for vicious legislation. Laws are for transgressors. Normal conditions only possible when co-operating in fairness.

Farming is a science. Commercializing is a science. Unlike sciences, not found to perfection in any one person. Each dependent upon the other. If one person tries to do both he will soon become more or less distracted and lose at both ends. But when the farmer gives his time to real farming and the expert his attention to commercializing and they both work as a unit for best results, then the greatest good for each is obtained.

Modern equipments for handling grain are not only a convenience but a necessity. Without them people would starve to death in the midst of plenty. To assure the elevator it must have a margin safely over the cost of operating economically and with good service. You cannot break even, to avoid going under you must have a margin safely over, no matter how little that margin may be, it must be over.

I do not know of any business where the margin is so small and the risk so great as in the grain industry. This is

not a plea for more, but for grain men to restrain from anything making for a worse condition.

Courage and fair co-operation, with confidence in results, will make conditions better. Economic evolution will minimize waste and do much toward realizing our objects. Ethics in business will result in normal trade conditions. Preventatives are much better than cures.

J. E. Spurling, of Billings, Mont., general agent of the N. P. R. Co., by invitation addressed the convention, making a splendid talk for greater harmony between the railroads and the grain dealers of the Northwest.

For the coming year H. S. Anderson was re-elected pres. and Robt. T. Trask, Three Forks, Mont., vice-pres. The following directors were elected for the one year term, taking the place of four whose one year term expires: W. T. Greely, Fort Benton, Mont.; A. E. Barkemeyer, Great Falls, Mont.; J. Watkins, Cascade, Mont.; H. T. Goodell, Hobson, Mont.

A. E. Barkemeyer's address on "Pure Seeds and the Right Kind," was well received and brought forth favorable comment from grain dealers representing all parts of the territory, with requests that his address be printed so all could have a copy.

A com'te of three was unanimously appointed to confer and co-operate with the Montana Agricultural College and Experiment Station, Bozeman, for the purpose of determining the kinds of wheat best suited to conditions and as best meeting the requirements.

It was the sentiment of the members of the Ass'n that they send a delegate to the Grain Dealers National Ass'n convention, which will be held in the city of Baltimore. A resolution was adopted, leaving it with the Executive Com'te to appoint the representative.

One of the great social events of the convention was the grain dealers annual banquet, presided over by Charles Quinn as toastmaster. This was held in the evening, with the festive board beautifully decorated with flowers. Unlike their former conventions, ladies were present with the grain dealers, which added greatly to the occasion.

At the closing of the convention the following remarks were made by Secretary Stockett:

"This convention is drawing to a close and I want to say a few words:

"We are pleased to see so many representative grain men here. We hope this meeting has resulted in profit and pleasure to each one.

"Let us carry away with us the grand things we have heard from the able speakers.

"Annual meetings are held at a time between seasons, when grain dealers are not hurried. These mid-season conventions will follow the summer resorts, with the next one to be held at the Yellowstone National Park."

Adjourned *sine die*.

Hot Springs Notes.

Sec'y H. N. Stockett was re-appointed to succeed himself.

All attendants wore silk badges, made for the occasion. Programs were printed for each day, with a morning, afternoon and evening session.

J. E. Templeton, chief grain inspector, met the grain dealers on some very important matters.

A matter of great interest was the "Round Table Talks," for all grain dealers. Many of the difficulties met with in the grain business were discussed and how best to overcome them.

It was decided to change the time of these conventions so as to be held hereafter in the second or third week in July, in order to avoid the June rains, so common at this time of the year.

In the directors' meeting a new Executive Com'te was elected, following the regular custom at each annual convention, as follows: D. R. Fisher, Great Falls; W. T. Greely, Fort Benton, Mont.; A. E. Barkemeyer, Great Falls, Mont.

G. G. Bennett of Great Falls, who was on the program for a talk on "The Ethics of Modern Business," was unable to reach the convention on account of the floods.

The meeting was a good one, those in attendance expressing themselves as more than pleased and are already looking forward to the next meeting.

State Versus Interstate Rates on Grain.

The recent decision of the Interstate Commerce Commission in favor of the Chicago Board of Trade as to rates applicable from points in Illinois reshipped from Chicago via the Lakes or under local rates via rail routes is of interest in connection with somewhat similar conditions complained of at other terminal markets, such as St. Louis and Omaha.

From certain Illinois points to Chicago proportional rates to Chicago are applicable on grain forwarded from Chicago by lake to Buffalo and other eastern lake ports. The only shipments considered here are those which moved into Chicago from Illinois points on straight interstate or intrastate rates and moved out on full local rates.

The decision in no way affects the application of the specific or "proportionals" to Chicago on grain reshipped under thru rates, or the application of the interstate rates to Chicago on grain reshipped under reshipping or proportional rates.

The ruling of the Commission is in effect as follows: Grain reshipped from Chicago elevators via lake is subject to the state rate to Chicago. (This does not apply to grain from points on the roads which publish proportional rates to Chicago applicable to grain reshipped via lake, which points are shown in detail in Note 1, page 79, of East of Mississippi River Book of Grain Rates.)

Grain reshipped from Chicago elevators via rail under local rates is subject to the state rate to Chicago. (This applies to shipments such as to Milwaukee, Wis., or Clinton, Ia.)

Grain originating on the rails of the A. T. & S. F. Ry., C. & A. R. R. and C. & E. I. R. R. reshipped from their inspection tracks in Chicago to points in Indiana in the Chicago Switching District, such as Indiana Harbor, Roby or Hammond, is subject to the state rate to Chicago. (This does not apply to grain originating on the rails of the carriers which absorb inbound switching charges.)

Grain reshipped from Chicago elevators to points in Indiana in the Chicago Switching District, such as Indiana Harbor, Roby or Hammond, is subject to the state rate to Chicago.

Grain originating on the Elgin, Joliet & Eastern Ry. reshipped from Chicago elevators via lake is subject to the rate applicable to Chicago proper and is not subject to the rate applicable to grain destined to points east of the Illinois-Indiana state line via rail.



H. N. Stockett, Great Falls, Mont., Sec'y.

Grain Trade News

ARKANSAS

Harrisburg, Ark.—We are building a warehouse to handle the present crop. If there is a demand for an elvtr. we will build one later.—Harrisburg Grain Co.

Carlisle, Ark.—The Arkansas State Rice Millg. Co. incorporated; capital stock, \$20,000; incorporators, Frank A. Godchaux, pres., D. H. Cantrell, sec'y, and others. The company will operate for one year the plant of the Carlisle Rice Mill Co. under lease, effective Sept. 1. This company is a branch of the Louisiana State Rice Mill Co.

CANADA

Swift Current, Sask.—An elvtr. is being erected by the Imperial Co.

Giwin, Sask.—A large elvtr. is being erected by the Saskatchewan Co-operative Co.

Morse, Sask.—An elvtr. is under construction, making the seventh for this town.

Elrose, Sask.—The Saskatchewan Co-operative Co. is building a 35,000-bu. elvtr.

Taber, Alta.—The Imperial Elvtr. Co. has bot the elvtr. of the Taylor Millg. Co. and will retain J. G. Bell as mgr.

Winnipeg, Man.—J. E. McFarlane has been appointed general mgr. of the Western Canada Flour Mills Co., Ltd.

Winnipeg, Man.—R. A. Pike, mgr. for Baird & Botterell at Calgary, Alta., will take charge of the firm's commission dept. here on July 15.

Pt. Arthur, Ont.—The new elvtr. of the Grain Growers Grain Co. will be erected on the water front, by the Barnett-McQueen Co., which has the contract.

Ft. William, Ont.—Work is being started this month on the first unit of the large new elvtr. for which the Saskatchewan Co-operative Elvtr. Co. let contract to the Barnett-McQueen Co.

COLORADO

Merino, Colo.—J. B. Ashcraft will engage in the grain business at this place.

Willard, Colo.—We have leased the elvtr. of T. J. Work.—Colorado Mill & Elvtr. Co., Denver.

Keota, Colo.—We are building a 15,000-bu. elvtr. at this station.—Colorado Mill & Elvtr. Co., Denver.

Otis, Colo.—I have removed to Atlanta, Neb.—James Morrison, formerly sec'y-mgr. Otis Farmers Elvtr. & Supply Co.

Trinidad, Colo.—A bean elvtr. and cleaning plant will be erected in this city by the Isbell Bean Co., of Detroit, Mich. This will be the first plant of this kind in southern Colorado.

Sterling, Colo.—M. J. McMullen has been retained as general mgr. of the 3 elvtrs. of the Farmers Elvtr. Co., located at this place, Peetz and Padroni. George F. Cothorn is mgr. of the elvtr. here.

Ft. Morgan, Colo.—The Farmers Co-operative Elvtr. Co. is building a 16,000-bu. up-to-date elvtr., electrically equipped. A Richardson Automatic Scale will be installed. G. H. Birchard has the contract.

Sterling, Colo.—W. I. Hazlett has purchased the interest of Chas. B. Hotz in the Sterling Millg. Co., operating a 10,000-bu. warehouse, and becomes a partner in the business with F. S. Warren, who is pres. and mgr. Mr. Hazlett will act as sec'y and Mr. Hotz, who traded for a farm, will move to Missouri.

Stoneham, Colo.—The Farmers Elvtr. Co. has let contract for a new 10,000-bu. elvtr. to G. H. Birchard. Equipment includes a Richardson Automatic Scale.—M. J. McMullen, general mgr. Farmers Co-operative Elvtr. Co., Sterling.

Burlington, Colo.—The Burlington Equity Exchange has let contract for a 20,000-bu. up-to-date elvtr., with a 4-horse driveway, and a flour warehouse in connection. A site has been secured, east of the old elvtr., and flour, salt, cement, posts and farm machinery will be handled in connection.

Grand Junction, Colo.—Work has been started on the 100,000-bu. concrete elvtr. and warehouse for which the Mesa Flour Mill Co. let contract to the Burrell Engineering & Construction Co. It will probably consist of 4 concrete tanks, about 70 ft. high, reinforced with steel rods, and will be located south of the large elvtr. at present in use. There will be a passageway between the 2 buildings. The warehouse is being erected first.

IDAHO

Catholic Spur (Winchester p. o.), Ida.—The Ilo Rochdale Co., of Ilo, has awarded the contract for a 37,000-bu. elvtr. to the Globe Construction Co.

Rathdrum, Ida.—We have recently removed all the old wood foundation and placed beneath all posts a good concrete pillar, and also strengthened the foundation. We are now ready to load the elvtr. with "the bumper crop" whenever it comes.—M. B. Layton, sec'y Rathdrum Grain & Supply Co.

Ilo, Ida.—The Ilo Rochdale Co. has let contract for the erection of a 75,000-bu. elvtr. to the Globe Construction Co. The company's elvtr. here, and at Catholic Spur, will cost \$21,000 and will be completed by Aug. 15. They will be erected on sites in the middle of the company's present warehouses.

Midvale, Ida.—The Midvale Millg. & Elvtr. Co. is erecting its own elvtr., which it expects to have ready by Sept. 1. It will have a capacity of 60,000 bus. and will be equipped with up-to-date machinery, including scales, grain separator, automatic wagon dumps, manlift and freight elvtr. The cement basement is finished and work is progressing on the frame superstructure. A 44x60 ft. warehouse, with full basement, will be constructed in connection.

ILLINOIS

McLean, Ill.—Darnell & Spence are erecting a new 40,000-bu. elvtr.

Toluca, Ill.—H. N. Carmon is the new mgr. of the Farmers Elvtr. Co.

Belvidere, Ill.—No elvtr. is being erected here as was recently reported.—X.

Texas City, Ill.—We are re-siding and painting our elvtr.—W. T. Garner.

Melvin, Ill.—We have succeeded Lamoreaux & Inkster Bros.—Inkster Bros.

Roberts, Ill.—The Farmers Grain Co. is now operating its recently acquired elvtr.

Coleta, Ill.—The Coleta Grain & Elvtr. Co. has completed its grain storage building.

Hayes, Ill.—T. E. Hamman will manage the recently acquired elvtr. of Hamman Bros.

Cairo, Ill.—J. E. Miller has been admitted to membership in the Board of Trade.

Charlotte, Ill.—The Farmers Grain Co. contemplates building a new office this season.

Pisgah, Ill.—A 35-h. p. oil engine will be installed in the elvtr. of the Farmers Elvtr. Co.

Scottsburg, Ill.—Fred Copeland is building a new elvtr. at this point.—G. W. Stapp, Good Hope.

Good Hope, Ill.—Sapp & Newman have repaired their elvtr. and installed a dump scale.—G. W. Stapp.

East Lynn, Ill.—J. J. Eckman has improved the appearance of his grain office with a coat of paint.

Orleans, Ill.—The Farmers Grain Co., which purchased a 17,000-bu. elvtr., is covering it with iron.

Eylar, Ill.—The Saunemin Elvtr. Co. is tearing down its old coal sheds and will build an up-to-date one.

Jacksonville, Ill.—The Farmers Elvtr. Co. has purchased the small elvtr. of Beggs & Lewis for \$2,000.

McCarty's Switch (Waverly p. o.), Ill.—The McCarty Farmers Elvtr. Co. is building an elvtr. on the air line.

Harmon, Ill.—J. W. Andrews has succeeded J. W. Hunt, who resigned as mgr. of the Farmers Grain & Coal Co.

Boody, Ill.—Jesse Ping, mgr. of the Boody Elvtr. Co., was married June 24 to Miss Inez Markwell, of Stonington.

Manteno, Ill.—Repairs are being made on the elvtr. of the West Bros. Grain Co. and a new scale is being installed.

Greenview, Ill.—Twenty men have bot the elvtr. of the Farmers Elvtr. Co. and will reorganize and operate the elvtr.

Elkhart, Ill.—A residence is being built by the Hurlbut Co-operative Co., for H. A. Canham, the new mgr. of the company.

Kewanee, Ill.—The 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed by the 3 Americas Co., which had the contract.

Tolono, Ill.—Rufus Smith, of Urbana, has acquired the elvtr. of H. H. Schulenberg in exchange for his farm in northern Indiana.

Chester, Ill.—The capital stock of the H. C. Cole Millg. Co., operating a large elvtr., has been increased from \$100,000 to \$300,000.

Chenoa, Ill.—Work is progressing on the 20,000-bu. cribbed elvtr. for which Clarence Elson let contract to the 3 Americas Co.

Tuscola, Ill.—Charles L. McMasters, 49 years of age, who retired from the grain business a year ago, died of typhoid fever on July 1.

Opheim, Ill.—The Farmers Elvtr. Co. has been incorporated to operate the elvtr. at this station. The former owner failed and disappeared.

Loxa, Ill.—Albert McComas, who has been associated with Walter Wheatly in the elvtr. business, has purchased Mr. Wheatly's interest.

Curran, Ill.—The Farmers Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, C. W. McMurray, C. C. Boughmann and others.

Findlay, Ill.—The Findlay Grain Co. will donate \$100 toward the oiling of the roads in each direction from Findlay, for a distance of one mile.

Thomasboro, Ill.—Clarence T. Walton, grain and lumber dealer, is building a 30x60 ft. brick warehouse north of his elvtr. and office building.

Archer sta. (Sweetwater p. o.), Ill.—W. E. Frey is mgr. of the Archer Farmers Co-operative Co., which has practically completed its new elvtr.

Cairo, Ill.—The Magee, Lynch Grain Co. incorporated; capital stock, \$50,000; incorporators, Grace E. Magee, Alvin W. Lynch and Isadore Lynch.

Murrayville, Ill.—The Farmers Elvtr. Co. has purchased the elvtr. of Beggs & Lewis, operated by Harry Cade & Co. Extensive improvements are planned.

Melvin, Ill.—The recently organized Farmers Grain Co. will try to purchase one of the elvtrs. here. If this is not done a new house, will be erected.

Watseka, Ill.—The Farmers Grain Co. will install 4 Hall Signaling Grain Distributors in its elvtr. for which it let contract to the Efficient Erecting Co.

Cairo, Ill.—The Hastings-Stout Co. has completed its new elvtr. and moved into its new office. The Burrell Engineering & Construction Co. had the contract for the elvtr.

Pierron, Ill.—Phil M. Essenpreis will rebuild his elvtr., which burned May 15. It will be erected on the same site on the Vandalia, and will be up-to-date in every respect.

Waggoner, Ill.—I will commence work Aug. 1 on a new 10,000-bu. elvtr., with up-to-date equipment. The business will be owned and operated by myself.—J. W. Gerlach.

Witt, Ill.—F. T. Hanks, of Decatur, has bot the elvtr. of the Witt Elvtr. Co., which has been closed for some time, and has now leased it to the Paisley Mill & Elvtr. Co.

Ridgefarm, Ill.—The Farmers Elvtr. Co. will take over, July 25, the elvtr., which it purchased from the National Elvtr. Co., as the lease of Kendall Bros. expires on that date.

Cornland, Ill.—The Cornland Grain Co. incorporated; capital stock, \$15,000; incorporators, Miles A. Leach, G. A. Volle and E. A. Downing. An addition will be built to the elvtr.

Gifford, Ill.—Otis Bear, of Decatur, has succeeded E. J. Rose, who resigned as mgr. of the Farmers Elvtr. Co. to take charge of the Champaign office of Bridge & Leonard, of Chicago.

Colfax, Ill.—The Farmers Co-operative Co. incorporated to buy and sell grain, coal and other commodities; capital stock, \$10,000; incorporators, Robert W. Leetch, Frank Harms and others.

McHenry, Ill.—A 4,000-bu. elvtr. is being erected in connection with the Spencer Flour & Feed Mill, the main floor to be used for storage. Mr. Spencer has also made improvements in his plant.

Moweaqua, Ill.—The Moweaqua Grain Co. incorporated; capital stock, \$20,000; incorporators, Frank L. Evans, Thomas E. Cook and Wm. K. Andrews. The company has succeeded Andrews & Adams.

Rees sta. (Franklin p. o.), Ill.—Richard Whalen has been employed as mgr. of the Farmers Elvtr. Co. for another year. The elvtr. will be remodeled this summer, the capacity increased, and a corn sheller will be installed.

Murrayville, Ill.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of Harry Cade & Co. and will have it in operation before the beginning of the wheat harvest. Thomas Langdon is pres. of the company.

Blackstone, Ill.—The basement and concrete work has been completed for the new 25,000-bu. elvtr., for which the Farmers Elvtr. Co. let contract to Henry Lesch & Co., and work is now progressing on the superstructure.

New Boston, Ill.—We own jointly with G. Ives & Son the elvtr. at this station. It is being remodeled and new legs, belt, cups, and 1,750-bu. Richardson Automatic Scales installed.—Geo. S. Dole, pres. J. H. Dole & Co., Chicago.

De Kalb, Ill.—C. J. Chronis, formerly mgr. of the Armour Grain Co., at Rochelle, and later with Lamson Bros. & Co. at this city, has disappeared with \$100 of the firm's money. He is said to have deserted his wife and 10-year-old son.

Peoria, Ill.—The underwriters who stored salvage grain from the Iowa Elvtr. fire in the malt house of the Gipps Brewing Co. have been made defendants in a suit by the brewing company to recover \$20,000 damages on account of the collapse of the building.

Peoria, Ill.—The insurance on the Iowa Elvtr., which burned Mar. 6, has been adjusted and the company has been paid \$165,000. The insurance on the grain, which was adjusted several weeks ago, was approximately \$500,000.

Curtis sta. (Greenview p. o.), Ill.—Beggs & Hatch, of Greenview, have bot the elvtr. of D. H. Currey & Co. It will be put in first class condition and will be managed by James McKee. A large warehouse is being erected.

Saluda, Ill.—Our elvtr. at this point is leased to the J. C. South Grain & Coal Co. It is being enlarged, new larger legs, belt and cups installed, and the approaches are being lowered.—Geo. S. Dole, pres. J. H. Dole & Co., Chicago.

Princeton, Ill.—A horse, hitched to a grain wagon, fell into the grain dump at the elvtr. of W. C. Brokaw. It was necessary to shovel the grain out of the dump and improvise a sling to get the animal out. It escaped without injury.

Yeomans sta. (Franklin p. o.), Ill.—Richard Whalen and Wm. A. Ryan have formed a partnership and will erect an up-to-date elvtr. on the site of the elvtr. of Calhoun & Ryan, which burned some time ago. They expect to have it in operation to handle the new corn crop.

La Salle, Ill.—Without any warning the driveway leading into the elvtr. of H. F. Caskey collapsed and fell to the ground below. The elvtr. has not been used for over a year. The original supports of the driveway were of heavy, strong timbers, and it has been repaired from time to time.

Fairview, Ill.—B. L. Ten Eyck and George Prall are the new agts. in charge of the elvtr. of Buckley, Pursley & Co., succeeding C. E. Mitchell, who disappeared. He has now written that he is on his way to the Gulf of Mexico, but offers no explanation of his sudden departure.

Cairo, Ill.—The Samuel Hastings Co. has rebuilt its warehouse, which burned Apr. 8 with its elvtr. and office. The company is now located in its new office and work is progressing on its new concrete fireproof elvtr. for which it let contract to the Macdonald Engineering Co. Electric power will be used.

Ridgefarm, Ill.—Frank Jones was awarded damages of 1c in a suit brot by him against J. C. Jones for \$10,000 for libel. The suit grew out of a remark made by J. C. Jones, pres. of the Farmers Elvtr. Co., concerning the plaintiff, Frank Jones, at that time mgr. of the elvtr. The plaintiff alleged that the remark implied that he had embezzled the funds of the company. Similar suits are pending against other members of the elvtr. company.

St. Francisville, Ill.—We have disposed of our elvtrs. at this place and at Brevoorts, Ind. Our company will be dissolved and retire from business. C. W. Baker has taken over the elvtr. at this station and H. F. Piel, of Vincennes, Ind., has purchased the one at Brevoorts. The 2 elvtrs., together with the coal, feed and flour business conducted by Mr. Piel, will be consolidated and operated under the firm name of Piel & Co. Mr. Baker will be in charge at this point and Mr. Piel at Brevoorts and Vincennes.—Baker Elvtr. & Mill Co.

New Berlin, Ill.—A bill for a dissolution of partnership and the appointment of a receiver for the elvtrs. at this place, Island Grove, Bates and Prouty Station, was filed June 30 in the circuit court at Springfield by Noah C. Twist, of this city, against C. R. Lewis and others. In 1909, the bill recites, Twist and the Central Illinois Grain Co. entered into a partnership, Twist to receive one-third of the profits and to manage the elvtrs. On June 1, 1916, the defendants purchased a two-thirds interest from the Central Illinois Grain Co. John H. Lloyd of Springfield was appointed receiver. The concern is perfectly solvent, but a receivership was necessary to effect a settlement.

Littleton, Ill.—Ralph Danner has succeeded Emerson Long, who sold his interest and resigned his position as mgr. of the elvtr. of Bader & Co.

Woodyard, Ill.—The elvtr. of the National Elvtr. Co., of Indianapolis, Ind., was struck by lightning, during a severe storm, June 26, and burned, together with about 34,000 bus. of corn and 10,000 bus. of oats. This is the 6th elvtr., owned by the company, within a radius of 20 miles, that has burned within the past 2 months. The elvtr. will be rebuilt at once.—Farmers Elvtr. Co., Ridgefarm.

CHICAGO NOTES.

G. W. Miley, of Lowell Hoyt & Co., and a member of the Board of Trade, was seriously injured in alighting from a street car July 4 near his home.

The regiment, now being formed, to be known as the Chicago Board of Trade Regiment, has been offered the Hull House Band, consisting of 28 pieces.

The finance com'te of the Board of Trade has fixed the rate of interest for the month of July, under the provisions of Section 15 of Rule 22, at 5% per annum.

John Witbeck Barrell, son of Finley Barrell, of Finley Barrell & Co., was drowned July 2 in the Illinois River, at his father's summer estate at Moscow Bay.

The 11 grain warehouses here, with a capacity of 14,030,000 bus., that have been in the regular list the last year, have been declared regular by the directors of the Board of Trade for the year following July 1.

Louis V. Sterling, who has been with Logan & Bryan, at Chicago, and later in New York, for the past 15 years, became a member of the firm on July 1. He has been admitted to membership in the Board of Trade.

H. C. Avery, representing Joseph P. Griffin, pres. of the Board of Trade, spent several hours in conference with Captain Sheldon at Springfield on June 29, in reference to the regiment being organized by the Board of Trade.

A com'te consisting of Robert McDougal, Stuart Logan, W. H. Kidston, F. A. Paddleford, and Henry Rumsey, has been appointed to solicit funds for the Red Cross Ass'n and for the equipment of the members of the state militia.

The following notice has been posted, by Bartlett, Frazier & Co., on the bulletin board of the Board of Trade: "Pocket No. 4 in the National Elvtr. is estimated to contain from 150 to 200 bus. which is out of condition from heating and is part of a receipt issued for 2,243 bus. of No. 3 white corn. Said receipt was issued and dated Dec. 13, 1915."

The Rhyton Club, a new grain men's club, was organized June 23, at an informal dinner at the South Shore Country Club. Joseph P. Griffin, pres. of the Board of Trade, was elected pres.; E. L. Cushing, of New York, vice-pres.; Fred L. Lewis, of this city, sec'y-treas. The object is to bring the members of the grain trade from all parts of the country into closer relationship and to create good fellowship. Many of the leading members from the largest grain exchanges in the country were at the dinner, which is to be made an annual or semi-annual affair.

Patrick Wm. Cushman, J. A. Nagle, J. P. Lynn, Earl Oswald and Thomas A. Crerar have applied for membership in the Board of Trade. Edward T. Cushing, of New York, Paul Brown, of St. Louis, Mo., David B. Stott, of Detroit, Mich., Louis V. Sterling, of New York, Newton S. Shannon, of Kansas City, Mo., Chas. M. McFarland, of Harlan, Ia., Sim Fernandes, Andrew P. Brennan and Geo. W. Martin, of this city, have been admitted to membership, and the memberships of Theodore W. Swift, R. S. Johnston, T. A. Harney, Charles O. Larson, and Andrew H. Betts have been posted for transfer. Memberships are quoted at \$4,200 net to buyer.

The Keystone Elvtr. was declared "regular" at a special meeting of the directors of the Board of Trade on June 30.

The Adolph Kempner Co. is defendant in a suit brought by the Bank of Adair, Adair, Ill., to recover \$1,000 on account of losses by the bank's cashier, Walter Sperling, by speculating thru the Kempner Co., which is alleged to have known he was speculating with the bank's money. It is alleged that for six months after he had been placed in jail for forgery Sperling continued to speculate thru the Kempner Co.

INDIANA

Plainville, Ind.—Albert Killion is building an elvtr.

Pence, Ind.—W. W. Evans, of Fowler, has bot the elvtr. of Frank Pence.

Clinton, Ind.—The elvtr., owned by Cottrill Bros., is being repaired and enlarged.

Milan, Ind.—I have built another room to my elvtr. to enlarge it.—John Crum, Delaware.

Five Points, Ind.—A company has purchased a site and will build a large elvtr. this summer.

Kewanna, Ind.—Burglars blew a safe in the office of the elvtr. of Starr Bros., but found it empty.

Fountaintown, Ind.—Tilghman F. Scudder, vice-pres. of the Fountaintown Grain Co., died July 1 at Tucson, Ariz.

Letts, Ind.—John McCammon and J. R. Crawley have purchased the elvtr. of Moor & Crise, taking possession July 1.

Frankfort, Ind.—The Farmers Elvtr. Co. is building a new office and cob house. The elvtr. proper has practically been rebuilt.

Pleasant Lake, Ind.—Fred Whyson has sold his interest in the elvtr. of Ferris & Whyson, to T. I. Ferris. Harry Ross will manage the elvtr.

Mardenis sta. (Roanoke p. o.), Ind.—We are now operating our newly acquired elvtr. and coal sheds.—Tully Anson, sec'y Mardenis Equity Union.

Kingman, Ind.—The Kingman Mlg. & Elvtr. Co. is installing a new dump and elvtr. as well as making other improvements at a cost of \$2,000.

Remington, Ind.—T. E. Samuels has resigned as mgr. of the Farmers Elvtr. Co. and will open a grain office for M. L. Vehon & Co., of Chicago, Ill.

Centerville, Ind.—Thieves entered the elvtr. of R. J. Deardorf June 26 and took \$1.58 from the safe, as well as some chicken feed and other goods.

Brevort, Ind.—Piel & Co., have taken over our elvtr. at this point. H. F. Piel, of Vincennes, will be mgr.—Baker Elvtr. & Mill Co., St. Francisville, Ill.

Evansville, Ind.—The Independent Hay & Grain Co. incorporated; capital stock, \$25,000; incorporators, J. K. Jennings, Lillian Jennings and M. D. Helfrich.

Terre Haute, Ind.—William J. Freeman, who has held the position as county grain inspector for a number of years, has been reappointed for the coming year.

Evansville, Ind.—The Akin-Erskine Mlg. Co. has completed the 50,000-bu. annex to its elvtr. and has let contract for 2 more units, of 25,000 bus. capacity, to be completed this fall.

Columbia City, Ind.—Solomon Lechrone, former mgr. of the Vandalia Elvtr., owned by the Crowell Grain Co., tried to hang himself June 26 while despondent over his failing health. He is in a critical condition.

Hoover, Ind.—I have sold my elvtr. at this point to Roy A. and Ira N. Kinzie. The purchase price was \$2,000 and possession was given July 1. Both men are new in the grain business.—F. P. McFadden, Twelve Mile.

Ft. Wayne, Ind.—C. A. Hepker, 48 years of age, a grain dealer, and his son, R. L. Hepker, were injured seriously when an automobile in which they were riding was struck by an interurban car. It is believed both will recover.

Wolcott, Ind.—The Wolcott Grain Co. is erecting a new office and installing new scales.

Liberty Center, Ind.—Charles Curran, agt. for the Studebaker Grain & Seed Co. at Roseburg, has been transferred to this place, to succeed Sylvester Shoemaker, resigned.

Roseburg, Ind.—Harry Boxell, of Van Buren, has succeeded Chas. Curran as agt. of the Studebaker Grain & Seed Co., Mr. Curran having been transferred to Liberty Center.

Frankton, Ind.—The Farmers Grain Co. is building an addition on the top of its elvtr., which will enable it to load cars by gravity. An automatic registering scale, to weigh the grain as loaded into cars, is being installed.

Hamlet, Ind.—C. W. Lee & Son will operate their recently acquired elvtr. on the C. I. & S., under the name of the Three I Grain Co. This is the 4th time this elvtr. has changed hands during the past year. It was known as the Hamlet Grain Co. before we incorporated.—Hamlet Grain Co.

Montmorenci, Ind.—The Farmers Elvtr. Co. has let contract for a 40,000-bu. elvtr. to the Reliance Construction Co., electrically equipped and up-to-date in every particular. It will be erected on the L. E. & W. at a cost of about \$14,000, and will be finished to handle this year's crop. Wm. Burkle is pres. of the company.

Anderson, Ind.—Tainie Stanley, aged 33 years, an employe of the Union Grain & Feed Co., fell a distance of 12 ft. to the bottom of a feed bin June 28 and was severely injured about the head and right shoulder, which is fractured. He had started to the bottom of the bin to mix some feed when he lost his balance and fell to the bottom.

Clinton, Ind.—Fire destroyed the elvtr. of the Clinton Grain & Feed Co., owned by W. W. Wrightsman. The blaze was discovered about 11 p. m. on June 24 and broke out again the following afternoon. When the fire dept. arrived the inside of the elvtr. was a mass of flames. Loss on the building, \$3,500; insurance, \$1,500. It will not be rebuilt. Frank Haworth, who was operating the elvtr. under lease, sustained a loss of \$1,500, covered by insurance.

INDIANAPOLIS LETTER.

Indianapolis, Ind.—Lightning struck the elvtr. of the Indianapolis Elvtr. Co., damaging it considerably.

The P. M. Gale Grain Co. incorporated; capital stock, \$10,000; incorporators, Pliny M. Gale, Harold A. Boxill and J. A. Gale.

Roscoe Perry, who sold his elvtr. at St. Joseph, Ill., some time ago, is now connected with the Mutual Grain Co. at this city.

I am now supt. of the transfer elvtr. which the H. E. Kinney Grain Co. is building. It will be ready for business about Sept. 1.—H. C. Clark.

IOWA

Livermore, Ia.—Geo. Debe is no longer mgr. of the Farmers Elvtr. Co.

New London, Ia.—An elvtr. will be erected by the Farmers Elvtr. Co.

Payton, Ia.—The elvtr. of the Clark Brown Grain Co. will be repaired.

Kingsley, Ia.—The roof of the elvtr. of the Farmers Elvtr. Co. has been reshingled.

Hartwick, Ia.—The elvtr. of the King-Wilder Grain Co. is being repaired and remodeled.

Pilot Mound, Ia.—Improvements are being made in the elvtr. of the Farmers Elvtr. Co.

Pocahontas, Ia.—Frank Fitzgerald, of Plover, is the new mgr. of the Farmers Elvtr. Co.

Hardy, Ia.—Thomas Heggan is mgr. of the elvtr. just completed by the Farmers Elvtr. Co.

Enterprise, Ia.—H. Decker is the new agt. for the Clark Brown Grain Co.

Cummings, Ia.—Repairs will be made on the elvtr. of the Clark Brown Grain Co.

Hayesville, Ia.—We have succeeded the Neola Elvtr. Co.—Lynn Lumber & Grain Co.

Rolfe, Ia.—The Rolfe Grain & Mlg. Co. has installed a registering beam for its scales.

New Market, Ia.—The New Market Grain Co. has installed a new gasoline tank and pump.

Shipley, Ia.—I am now located at Kellogg.—F. I. Phipps, formerly mgr. Shipley Grain Co.

Lester, Ia.—The new owners have taken possession of the elvtr., recently purchased from Wm. Lauck.

Sac City, Ia.—A branch office has been opened by E. W. Wagner & Co., with E. A. Ellis as local mgr.

Ira, Ia.—J. P. Miller is now agt. for the Clark Brown Grain Co. at this point, succeeding E. C. Vannote.

Story City, Ia.—J. M. Mehl, mgr. of the Farmers Elvtr. Co., has just been admitted to the bar in Iowa.

Davenport, Ia.—The Davenport Malt & Grain Co. is building another warehouse, which will cost about \$15,000.

Fonda, Ia.—Guy F. Wilde has bot the elvtr. and grain business of F. O. Hocum, possession to be given July 15.

Armstrong, Ia.—I am now agt. for the Quaker Oats Co. at this station.—Delbert Cramer, formerly at Blairstown.

Hospers, Ia.—J. S. De Vries has resigned as mgr. of the Farmers Elvtr. Co., having purchased an elvtr. at Gaza.

Albert City, Ia.—B. S. Bryson, agt. for the De Wolf & Wells Co., was married recently to Miss Josephine Maubsby.

Piper sta. (Rockwell City p. o.), Ia.—Frank Masterson has been retained as mgr. of the Piper Farmers Elvtr. Co.

Woolstock, Ia.—We have rebuilt our coal sheds and a cement room.—W. H. Nail, agt. Independent Grain & Lumber Co.

Menlo, Ia.—The elvtr. built by C. A. Wildman has been completed and placed in operation.

Lake City, Ia.—The Urdike Grain Co. is installing 2 Hall Signaling Grain Distributors in its 35,000-bu. elvtr. now under construction.

Gaza, Ia.—The elvtr. of the Hocum Grain Co. is reported to have been purchased by the mgr. of the Farmers Elvtr. Co. at Hospers.

Crystal Lake, Ia.—We have put in a new concrete driveway and foundation under our elvtr. here.—Hubbard Grain Co., Mason City.

Ames, Ia.—Harper & Ward have moved their grain office from Story City to this place. Mr. Swanson will move here and remain in charge.

Allendorf, Ia.—I have sold my elvtr. and coal business to Ed. Pagyle and am out of the grain business at this point.—S. I. Bradrick, Ocheyedan.

Dickens, Ia.—The newly organized Farmers Elvtr. Co. bot and took possession on June 15 of our elvtr.—Hubbard Grain Co., Mason City.

Blanchard, Ia.—A number of farmers have secured an option on the Blanchard Elvtr., built by John Walkinshaw 8 years ago. The price is \$4,000.

Geneva, Ia.—The Geneva Elvtr. Co. is wrecking its old elvtr. and will erect a 25,000-bu. elvtr. to replace it. W. H. Thompson has been retained as mgr.

Carroll, Ia.—L. D. Chambers has succeeded G. W. Toynce, who resigned as mgr. of the Farmers Grain & Lumber Co. to prosecute a campaign for sheriff.

Walcott, Ia.—The Farmers Elevtr. Co. is having new coal chutes erected and the bins remodeled.

Jefferson, Ia.—I am at present with the Neola Elevtr. Co. at Des Moines.—R. A. Nelson, formerly agt. at this station.

Lavinia, Ia.—Roy Miller is the new mgr. of the Farmers Elevtr. Co.—E. H. Brewer, mgr. Farmers Elevtr. Co., Rockwell City.

Cylinder, Ia.—We have been making some extensive repairs on our elevtr. at this station.—Hubbard Grain Co., Mason City.

Burlington, Ia.—A new roof will be placed on the B. & M. Elevtr. and changes will be made in the boiler room. An addition will probably be erected also.

Forest City, Ia.—Andrew Clauson has bot the interest of his partner, E. P. Jeska, in the grain and coal business, of Jeska & Clauson, on the Rock Island.

Modale, Ia.—W. M. Sharpnack & Co. have been refused a site for an elevtr. by the Chicago & North Western R. R. The matter is now before the railroad commission.

Atalissa, Ia.—The Atalissa Co-operative Co. has been organized to ship grain and live stock. It will not operate a grain elevtr. Wm. Nachbar is pres. of the company.

Sherwood, Ia.—The farmers have formed a company and will build a 35,000-bu. elevtr., up-to-date in every respect.—E. H. Brewer, mgr. Farmers Elevtr. Co., Rockwell City.

Gowrie, Ia.—Bert P. Greenfield, former mgr. of the Farmers Elevtr. Co., at Hubbard, is now traveling solicitor for Brennan & Carden. He will make this city his headquarters.

Rodman, Ia.—We have commenced the erection of a 24x40 ft. plant, with the intention of carrying a complete line of flour and mill feed.—D. T. Slaughter, mgr. Turner & Frye.

Danbury, Ia.—Tony and Jos. Reimer have bot the elevtr. of Hancock & Nicolls and will operate as Reimer Bros. The report that the farmers had purchased this elevtr. is incorrect.

Miller, Ia.—We have remodeled our elevtr., built a new engine room, installed a new engine, manlift, boots and legs, and now have an up-to-date 50,000-bu. elevtr.—Hubbard Grain Co., Mason City.

River Sioux, Ia.—The recently incorporated Farmers Elevtr. Co. has been unable to get a site from the railroad company on which to build an elevtr. The matter is now before the railroad commissioners.

Sioux City, Ia.—The Terminal Elevtr. Co. has arranged for the redemption of the site on which its burned elevtr. was located, with a view of erecting an up-to-date elevtr., to cost approximately \$150,000.

Ida Grove, Ia.—The C. C. Crawford Co. has succeeded C. C. Crawford in the elevtr. and grain business, Mr. Crawford taking his brother-in-law, N. J. Minnis, into partnership. Mr. Minnis will manage the elevtr.

Auburn, Ia.—The Farmers Grain Co. will build a new elevtr., to be completed to handle this season's grain. Bids are now being received for the building, which will be erected on the site of the old Lintlemen Elevtr.

Ellsworth, Ia.—The recently organized Farmers Elevtr. Co. incorporated; capital stock, \$15,000; incorporators, B. P. Holt, pres., Geo. B. Bergeson, sec'y, and others. The company has purchased an elevtr. and employed A. N. Moore as mgr.

Columbus Junction, Ia.—Sprague & Weber have let contract for an up-to-date iron clad elevtr. to replace the one, which burned May 2. It will be located on the railroad right-of-way and a new loading track will be built to it. The elevtr. will be 26x34x160 ft. and will be equipped with a cracked corn grader and corn meal bolter. Electric power will be used. The dust house will be dust proof. Work has already been started by the Newell Construction Co., which has the contract.

Knierim, Ia.—F. W. Wright has been retained as mgr. of the Farmers Grain & Coal Co.

Union, Ia.—Herbert J. Moore has been retained as mgr. of the Union Grain Co. for the present.

Hartley, Ia.—Clarence Kriens is the new mgr. of the Farmers Produce Exchange, operating an elevtr. here.

Callender, Ia.—L. W. Sills, formerly mgr. of the Farmers Elevtr. Co. at Minburn, is now agt. for the Clark Brown Grain Co.

Turin, Ia.—The Farmers Elevtr. Co. will build an elevtr. if negotiations cannot be made for the purchase of the elevtr. of the Trans-Mississippi Grain Co.

Colby, Ia.—The 20,000-bu. elevtr. at this station has been taken over by the Osage Grain & Supply Co., which it is operating in connection with its elevtr. at Osage.

Lu Verne, Ia.—Sanford & Lindebak, formerly of Ellsworth, have succeeded J. D. Wiener, who failed last month.—W. W. Sylvester, representing Bridge & Leonard.

Bayard, Ia.—John Davidson, former mgr. of the Farmers Elevtr. Co., who has been in the county jail on a charge of larceny by embezzlement, while acting as mgr. of the elevtr. company, has been released on bail of \$800. He will be tried in the fall.

Sioux City, Ia.—Members of the various grain firms marched in the Preparedness Parade on June 30. A. S. Burke, traveling representative of the Fields & Slaughter Co., was appointed sergeant and Robert Hardin color bearer of the grain section.

Washington, Ia.—Three or 4 small boys entered the elevtr. of H. A. Baxter about 7:30 p. m. on June 27. In their play they started the manlift. One of the boys, 8 years old, had his leg caught between it and the side wall. He was severely bruised but escaped without other injury.

Belmond, Ia.—I will commence business Aug. 1 in the elevtr., which I purchased from the J. & R. Grain Co., and will handle feed, coal and hay in connection, operating under the name of the Belmond Grain Co. I am installing a new 5x10 cup and belt and will move the old storage away from the track and use it for corn, feed and hay. The buildings will be overhauled and I will then have an up-to-date plant.—E. R. Ballou.

KANSAS

Cedar, Kan.—H. Thomas has completed his elevtr. at this point.

Garfield, Kan.—The elevtr. of the Rock Mill & Elevtr. Co. is closed.

Gem, Kan.—Repairs are being made on the elevtr. of P. S. Houston.

Utica, Kan.—An elevtr. is under construction for W. E. Irvine.

Colby, Kan.—The Farmers Grain & Coal Co. has gone out of the grain business.

Athol, Kan.—An elevtr. is under construction for the Farmers Union Ass'n.

Assaria, Kan.—I have resigned as mgr. of the Farmers Elevtr. Co.—E. C. Haines.

Padonia, Kan.—W. R. Browning is improving his elevtr. and building a new office.

Mitchell, Kan.—S. J. Miller has bot the elevtr. of W. C. Blount, of St. John.—W. B. G.

Belpre, Kan.—The Farmers Grain Co. has purchased a Hall Signaling Grain Distributor.

Zook sta. (no p. o.), Kan.—Work is progressing on the elevtr. of the Farmers Elevtr. Co.

St. John, Kan.—Patrick Maguire is the new mgr. of the elevtr. of the Farmers Grain Co.

Horton, Kan.—W. T. Graham, elevtr. owner, contemplates the erection of a chop mill.

Powhattan, Kan.—The Derby Grain Co. is remodeling its elevtrs. and installing a car loader.

Grove sta. (Delia p. o.), Kan.—Bigham Uhl has completed his 16,000-bu. elevtr. at this station.

Newton, Kan.—The Newton Mfg. & Elevtr. Co. has installed new grain cleaning machinery.

Edmond, Kan.—The Farmers Co-operative Ass'n has let contract for a 15,000-bu. elevtr. to the White Star Co., to cost approximately \$5,000.

Jetmore, Kan.—C. E. Chase is in charge of the recently acquired elevtr. of the C. C. Isely Lumber Co.

Phillipsburg, Kan.—The Farmers Union has bot the elevtr. of the Van Der Velde Grain & Coal Co.

Atchison, Kan.—The Langenberg Bros. Grain Co., of St. Louis, Mo., will open a grain office in this city.

Shields, Kan.—The Farmers Union has let contract for a 15,000-bu. elevtr., to be completed about Aug. 15.

Douglass, Kan.—Having sold our elevtr. we are out of the grain business temporarily.—Conklin Grain Co.

Cawker City, Kan.—R. Inskeep resigned July 1 as mgr. of the Comfort Grain Co., which is being reorganized.

Courtland, Kan.—S. F. Tucker, for a number of years agt. of the Kansas Grain Co.'s elevtr. here, died recently.

Salina, Kan.—The Willamson Grain Co., of Wichita, will open a grain office here, with Ray Congleton in charge.

Tampa, Kan.—Work is progressing on the elevtr. for which the Farmers Grain & Supply Co. recently let contract.

Bucklin, Kan.—P. O. Davis is the new agt. at the elevtr. of the Kansas Flour Mills Co., succeeding J. W. Davis.

Sterling, Kan.—A. H. Ecton, of Smithville, Mo., has succeeded P. O. Davis as mgr. of the Farmers Shipping Ass'n.

Lenora, Kan.—An elevtr. will be built by the Farmers Union.—C. C. Bishop, mgr. Farmers Co-operative Ass'n, Edmore.

Utica, Kan.—The Utica Mercantile Co. has wrecked its old elevtr. and will build an up-to-date structure to replace it.

Olney sta. (Hanston p. o.), Kan.—The elevtrs. of the Rock Mill & Elevtr. Co. and the Farmers Grain & Supply Co. are closed.

Hunter, Kan.—The Farmers Union will build a 20,000-bu. elevtr. at this station, on the Salina Northern R. R.—O. F. Hoopes, Lucas.

Albert, Kan.—F. W. Haas, who disposed of his elevtr. at this point, will erect another elevtr., but has not decided upon the location.

Brenham, Kan.—W. D. Poorman, formerly with the Kansas Flour Mills Co. at Greensburg, is now mgr. of our elevtr.—J. T. Hardy.

Kismet, Kan.—Mr. Taylor has quit our firm and I am acting as mgr. at present.—G. A. Bayha, sec'y-treas. Kismet Equity Exchange.

Belleville, Kan.—A 25,000-bu. annex is being erected to the elevtr. of the Belleville Mill & Elevtr. Co., of which S. D. Smith is mgr.

Larned, Kan.—The Farmers Elevtr., Mill & Exchange Co. has bot the Grant Mill and will operate it with John T. Lett, of Garfield, as mgr.

Varner, Kan.—We have erected a 15,000-bu. elevtr. R. A. Collins is sec'y, treas. and mgr. of our company.—Varner Grain & Mercantile Co.

Pratt, Kan.—George R. Smith, grain dealer and miller, was seriously injured when the automobile, which he was driving, turned over.

Tipton, Kan.—The Farmers Union will build a 20,000-bu. elevtr. at this station, which is on the Salina Northern R. R.—O. F. Hoopes, Lucas.

Cherryvale, Kan.—Search lights of 2,000 candle power will be placed on a tower on the elevtr. of the N. Sauer Mfg. Co., 150 ft. above the ground.

Morrowville, Kan.—Fire destroyed the elvtr. of the Duff Grain Co. July 1.

Cunningham, Kan.—Walter W. Walker, mgr. of the Farmers Elvtr. Co., was married last month to Miss Louise Ellison.

Esbon, Kan.—The Farmers Union has bot the elvtr. of Schenck & Isom.—C. M. Isom, sec'y Lebanon Mill & Elvtr. Co.

Frankfort, Kan.—C. J. Haskell, of Vermillion, has purchased the West Elvtr., which has been closed for several years.

Linn, Kan.—E. F. Adams has overhauled his elvtr., which he bot from F. H. Hoerman, and has rented it to Mr. Hoerman.

Plains, Kan.—The L. H. Pettit Grain Co., of Hutchinson, has purchased a site on the Rock Island for an elvtr., which it intends to build this summer.

Chanute, Kan.—Lightning struck the elvtr. of the Wickard Grain Co. June 19, damaging it slightly. A farmer standing near by was dangerously injured.

Great Bend, Kan.—The new 250,000-bu. elvtr. of the Moses Mills has been completed and is ready to take in wheat. This elvtr. replaces the one destroyed by a tornado on Nov. 10.

Durham, Kan.—Contract for a 25,000-bu. fireproof elvtr. has been let by H. C. Rice. Up-to-date equipment will be installed. It will be built on the site of the present stock yards.

Tipton, Kan.—Contract for a 20,000-bu. elvtr. has been let by the C. E. Robinson Grain Co., of Salina, to the Western Construction Co. A Fairbanks Automatic Scale will be installed.

Hunter, Kan.—The C. E. Robinson Grain Co., of Salina, has let contract for a 20,000-bu. elvtr. to the Western Construction Co. Equipment includes a Fairbanks Automatic Scale.

Ash Grove, Kan.—The C. E. Robinson Grain Co., of Salina, is building a 20,000-bu. elvtr., equipped with a Richardson Automatic Scale. The Western Construction Co. has the contract.

Centerview sta. (no p. o.), Kan.—The elvtr., under construction for the Southwest Grain Co., of Stafford, is rapidly nearing completion. This station is in southern Edwards County.

Denmark, Kan.—The C. E. Robinson Grain Co., of Salina, is building a 20,000-bu. elvtr. The Western Construction Co. has the contract. Equipment includes a Richardson Automatic Scale.

Leavenworth, Kan.—We are adding a 20-car annex to our old plant, which will give us a total warehouse capacity of 50 cars. Our whole plant will be remodeled and painted.—Wilson-Legler Hay & Grain Co.

Zook sta. (no p. o.), Kan.—The engine house was burned and the engine ruined by fire from the explosion of gasoline in the new elvtr. of the Southwest Grain Co. The blaze was extinguished without any damage to the elvtr.

Lucas, Kan.—Arthur Harding is in charge of the elvtr., which the Derby Grain Co. took over from M. P. Thielan. The elvtrs., owned by the Farmers Elvtr. Co. and myself, are being painted a new standard color.—O. F. Hoopes.

Wheaton, Kan.—I have erected an engine building on the site of my elvtr., which burned Apr. 24. A new Ford Motor Car will furnish the power on working days and on Sundays and holidays it will furnish amusement for the family. The main elvtr. and scales will be in course of construction in a few weeks.—J. S. Force.

Soldier, Kan.—We are building a new elvtr. to replace the one which burned, with contents, on May 31. An electric motor and up-to-date machinery will be installed. We are also building coal sheds and will handle coal in connection with our grain business. A 30x60 ft. storage room for storing twine and salt has been purchased.—J. R. Cox, mgr. Farmers Union Elvtr. Co.

Offerle, Kan.—We will overhaul our house within the next few weeks, putting in a new cleaner and doing some general repair work.—C. W. Sturgeon, mgr., Offerle Grain & Supply Co.

Offerle, Kan.—R. A. Northrup, mgr. of the Offerle Grain & Supply Co., has gone to the border with his company. A substitute is managing the elvtrs. at this place and Bellefont until he returns.

Arkansas City, Kan.—F. E. Goodrich, formerly mgr. of the Shawnee Mfg. Co., Topeka, has succeeded the late Henry H. Hill, who was sec'y-treas. of the Arkansas City Mfg. Co. Mr. Goodrich will be mgr. of the company, which operates a line of country elvtrs., a 1,000-bbl. mill and cereal plant.

Burrton, Kan.—The Ball Mfg. Co. has purchased a site and ordered material for an elvtr. It will probably be a frame, iron clad structure, with a concrete basement, and is expected to be open for business about Aug. 1. Most of the stock has been sold to the farmers of the community.

Topeka, Kan.—An increase of \$6,097.40 in the inspection fees collected by the state grain inspector, at Kansas City, has been reported by Geo. B. Ross, over the record of a year ago. The report shows that in May, 1915, the Kansas City office inspected 1 car of grain and collected a fee of 65c. In May, 1916, the Kansas City office inspected 6,828 cars of grain, weighed 4,965 cars, and collected \$6,098.05. The total receipts of the dept. for the month were \$9,764.70; compared with \$2,036.42 in May, 1915. In all, 11,860 cars of grain were weighed and 6,201 inspected; compared with 2,626 weighed and 473 inspected in May a year ago. Mr. Ross now has \$57,000 in the grain inspection fund, altho the inspection fees have been reduced twice, totaling a cut of 25% in the last year.

WICHITA LETTER.

W. T. Whitney is now associated with Bossemeyer Bros. at this place.

Edward Kelly, of the Edward Kelly Grain Co., was bereaved recently by the death of his mother.

The Hunter Mfg. Co., of Wellington, has closed its grain office in this city. It will be opened again at a future date.

Wichita, Kan.—The J. H. Shearhod Grain Co. has engaged in the grain business, with offices in the Board of Trade Bldg.

A. M. Haynes, formerly agt. for the Randels & Grubb Grain Co. at Burlington, Okla., is now with the Stevens-Scott Grain Co.

Bids for the erection of the proposed 1,250,000-bu. terminal elvtr. of the Wichita Terminal Elvtr. Co. will be opened July 12 and ground will be broken at once.

J. H. Sherman has been re-elected sec'y, H. Kaufman, treas., R. B. Waltermire, supervisor of weights, and Ray Campbell, attorney, by the directors of the Board of Trade.

The Root Grain Co., of Kansas City, will open a grain office in this city. S. C. Groth, vice-pres., has bot the Board of Trade membership of E. P. Beall, of the Beall Grain Co.

The Larrabee Flour Mills Corporation incorporated; capital stock, \$3,000,000; incorporators, F. D. Larrabee, of Hutchinson, pres., T. J. Holdridge, vice-pres. and general mgr., and others. Offices will be opened in the Sedgwick Block. The new corporation controls 25 elvtrs., which with the mill elvtrs., have a total capacity of 1,500,000 bus. It also intends to build or buy other elvtrs. Report states that the corporation may erect a large elvtr. and mill during the next year.

KENTUCKY

Sturgis, Ky.—The Tradewater Mfg. Co. has succeeded the Sturgis Mfg. Co., operating an elvtr. at this point.

Georgetown, Ky.—John Penn is now mgr. of the elvtr. and coal yard of Logan & Haggin, near the Q. & C. depot.

Uniontown, Ky.—Warner Alvey has severed his connection with the Wabash Elvtr. Co. and discontinued the grain business.

Glendale, Ky.—W. H. Williams has sold his interest in the Glendale Mill & Elvtr. Co. and the business will now be conducted by Marion Hoover, and his son, Fred Hoover.

LOUISVILLE LETTER.

Directors of the Board of Trade have reappointed Lee D. Irving as chief grain inspector. The following will act as deputy inspectors: William Knight, John W. Petty, William Bensing, Neville Duvall, Jr., I. Slaughter and G. Birk.

Burnie White, 19 years of age, a negro, was killed June 26 in the elvtr. of the Kentucky Public Elvtr. Co. He is believed to have fallen 40 ft. and was found imbedded in the grain in the concave bottom of the elvtr. He and his father were cleaning out the chaff from the bottom of the elvtr. where there was but a few feet of grain. The young man was lowered on a rope toward the bottom, a distance of 89 ft. The elder man felt the weight released after he had let the rope out half the length and looking below saw the legs of his son sticking from the grain. He summoned aid and the body was rescued. Altho suffocation might have caused his death, he was found to have suffered a broken neck.

MARYLAND

Cambridge, Md.—Grain storage bins are being erected by the Green Valley Mfg. Co. to take care of the new wheat crop.

BALTIMORE LETTER.

Frank S. Dudley, head of Dudley & Carpenter, grain commission firm, was married June 29 to Miss Edith Shriner, of Reisterstown.

Edwin S. Steen, junior member of E. Steen & Bro., grain and hay commission firm, was married June 21 to Miss Frances Montague Thornton.

George R. Sinnickson has been admitted to membership in the Chamber of Commerce, and the membership of Gamble Latrobe has been transferred.—James B. Hessong, sec'y.

Colonel Harry C. Jones, head of H. C. Jones & Co., grain exporters, has been called out with the National Guard. In his absence, J. Collin Vincent, the export mgr., is looking after the interests of the firm.

A receiver for the grain not destroyed in the Canton Elvtr. fire June 13 has been requested of the court by Chas. England & Co., Gill & Fisher, John T. Fahey & Co., and Lederer Bros., on account of a controversy between petitioners and defendants, Central Elvtr. Co. and Pennsylvania Railroad Co., as to the liability of the latter for grain in the tanks, which it is desired to divide in order that petitioners' contracts for shipment may be carried out. Judge Bond has refused to appoint receivers.

LOUISIANA

New Orleans, La.—The new Dock Board Elvtr. is now being completed.

MICHIGAN

Smith Creek, Mich.—James Lindsay, grain and hay dealer, died June 29.

Barryton, Mich.—Harry and John Williams have purchased the elvtr. of the King Elvtr. Co.

Big Rapids, Mich.—I am repairing my elvtr. and enlarging my hay warehouse.—Lester J. Stinson.

Montague, Mich.—John O. Reed, elvtr. prop., is having machinery installed in the Montague Roller Mills.

Richmond, Mich.—E. H. Rowley has been re-elected sec'y, treas. and mgr. of the Farmers Elvtr. Co.

Warren, Mich.—A. V. Church is now operating our elvtr. under his own name.—John H. Wilson & Son.

Lamb, Mich.—The elvtr. of M. P. Shanahan was threatened with destruction, when a mill nearby burned.

Flushing, Mich.—The Farmers Elvtr. Co. is being organized, with a capital stock of \$40,000, to operate an elvtr.

Mackinac Island, Mich.—Logan & Bryan, of Chicago, Ill., opened their summer office on July 5, with Thomas Perrin in charge.

Climax, Mich.—M. Griffith & Son, props. of the elvtr., have installed a flour mill in connection with their new electric lighting plant.

Caro, Mich.—Will J. Colgan will succeed O. S. Robey, who resigned as mgr. of the Tuscola Elvtr. Co., to accept a similar position at Clare.

Gregory, Mich.—C. N. Bullis, who at one time owned an interest in the elvtr. of E. A. Kuhn, then operated as Bullis & Kuhn, died last month.

Midland, Mich.—John H. Fahrner, identified with the Michigan Bean Co. and the Wallace & Orr interests at Saginaw, has bot the elvtr. of Wm. Riordan, and will take personal charge of it.

Deford, Mich.—The Cass City Grain Co. is building a new elvtr. and warehouse to take the place of the plant recently destroyed by fire. The old foundation walls will be used for the new structure, which will be 20x140 ft.

MINNESOTA

Farmington, Minn.—Farmers are organizing an elvtr. company.

Sanborn, Minn.—A new warehouse will be erected by the Farmers Elvtr. Co.

Bloomer sta. (Warren p. o.), Minn.—T. Laurin is building an elvtr. on his farm.

Dovray, Minn.—The Skewis Grain Co. is rebuilding its elvtr., which burned May 16.

Vermillion, Minn.—The Bultmann-Werner Elvtr. Co. has erected a 15,000-bu. elvtr.

Crookston, Minn.—The new elvtr. of the Farmers Elvtr. Co. is practically completed.

Mapleton, Minn.—The Farmers Equity Elvtr. Co. has let contract for a new building.

Rochester, Minn.—We are making minor repairs to our elvtr.—Western Grain & Coal Co.

Cyrus, Minn.—Bids have been called for the erection of an elvtr. by the Farmers Elvtr. Co.

Murdock, Minn.—An up-to-date elvtr. will be built at once for the Farmers Elvtr. Co.

New Ulm, Minn.—C. D. Hillesheim has been retained as mgr. of the Farmers Elvtr. Co.

Easton, Minn.—J. M. Wermerskirchen has resigned as mgr. of the Farmers Elvtr. Co.

Melrose, Minn.—We have sold our elvtrs., which we advertised for sale.—J. Borgerding.

Lamberton, Minn.—Equipment is now being installed in the elvtr. of the Farmers Elvtr. Co.

Darwin, Minn.—An elvtr. will be built by the farmers, who have organized an elvtr. company.

Alberta, Minn.—The elvtr. of the Farmers Elvtr. Co. has been damaged to the extent of \$3,500.

Ruthton, Minn.—A lumber yard will be established and sheds will be built by the Farmers Elvtr. Co.

Wheaton, Minn.—Oscar Maxness, former agt., has bot the elvtr. of the Crown Elvtr. Co.—H. A. Quast.

Shirley sta. (Crookston p. o.), Minn.—The elvtr. of the Red Lake Falls Mlg. Co. was destroyed during a wind storm on June 22.

Storden, Minn.—Christ Larson is now mgr. of the Storden Grain Co., succeeding O. C. Lande, who resigned.

Hardwick, Minn.—Hans Halverson has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Dudley, Minn.—C. R. Donoghue is mgr. of the new Farmers Elvtr. Co., which has bot the elvtr. of the Springfield Mlg. Co.

Atwater, Minn.—Lightning struck the elvtr. of the Farmers Elvtr. Co. and it was burned to the ground by the resultant fire.

St. Paul, Minn.—A street has been vacated by the city council to enable the Capital City Mlg. & Grain Co. to join its properties.

Hastings, Minn.—Shane Bros. & Wilson, props. of the Gardner Mills, have broken ground for a new 75,000-bu. elvtr., west of their old house.

Browns Valley, Minn.—We have taken out our gas engine and installed an electric motor for power.—M. L. Granoski, agt. Monarch Elvtr. Co.

French sta. (Fergus Falls p. o.), Minn.—The French Trading Co. has been organized. It will buy one of the elvtrs. here or erect a new house.

Montevideo, Minn.—We are changing from steam to electric power and expect to set the motor up in a few days.—R. V. Gordon, of Chippewa Mlg. Co.

Ada, Minn.—I have been retained as grain buyer of the elvtr., which the Ada Mlg. Co. bot from the St. Anthony & Dakota Elvtr. Co.—John A. Munson.

Granada, Minn.—A. A. Williams is now mgr. of the Granada Grain & Implement Co., Fred Drewes having resigned.—Chas. E. Braun, agt. De Wolf & Wells Co.

Silver Lake, Minn.—The Farmers Elvtr. Co. has decided not to move the elvtr. from the Great Northern to the Luce Line Ry. and will not build an elvtr. on that railroad.

Madison, Minn.—Edward Jackson has succeeded L. Jacobson, who resigned as mgr. of the Farmers Mercantile & Elvtr. Co. to act as grain buyer for the Northern Grain Co., of Minneapolis.

Wheaton, Minn.—H. B. Erickson has given up his lease on our elvtr. at Bruce, S. D., and is now mgr. of the Farmers Elvtr. Co. here.—Lars Larson, mgr. Farmers Elvtr. Co., Bruce, S. D.

Donaldson, Minn.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, P. M. McEnroe, O. J. Tvede and others. It will operate its newly acquired elvtr.

Hitterdal, Minn.—Fire starting in the cupola, from a hot box, on June 19, destroyed the double elvtr. of the Great Western Grain Co. Loss on the building about \$6,000; on the grain, \$3,000.

Argyle, Minn.—The elvtr. of the Farmers & Merchants Elvtr. Co. will be thoroughly overhauled and a new dump and large loading scale installed. A. A. Buckingham has been elected mgr. for the coming year.

Hereford, Minn.—Krut H. Krueger has resigned as agt. of the Winter-Truesdell-Ames Co. and is now mgr. of the K. Krueger Elvtr. at Westbrook. I have succeeded him at this point.—W. C. Krueger.

Luverne, Minn.—E. J. Harms, who for the past year has been buying grain for E. A. Brown at Jasper, has taken his former position with J. P. Coffey at this point, succeeding Will Slick, who resigned.

Wanamingo, Minn.—R. Emerson has been retained as mgr. and Nels Fredrickson hired as 2nd man for the Farmers Elvtr. Co. The old office has been wrecked and a new up-to-date one will be erected.

Moorhead, Minn.—N. J. Olsen & Sons have sold their line of elvtrs., on the Berthold-Crosby branch, to the St. Anthony & Dakota Elvtr. Co., of Minneapolis, Minn., the transfer being made on June 1. The new owners have given the elvtrs. a coat of paint.

Hawley, Minn.—Ray Heiberg, who has been managing an elvtr. near Grand Forks, N. D., has returned to this station as agt. of the Monarch Elvtr. Co., succeeding Mr. Culver, who resigned and returned to South Dakota.

Westport, Minn.—Lightning struck our elvtr. July 4 and a small blaze was discovered shortly after, which was extinguished before much damage was done. J. Borgerding & Co., of Melrose, have sold their elvtr. at this point. Report states that the Central Minnesota Power & Mlg. Co., of Sauk Centre, is the new owner.—O. E. Krueger, agt. Montana Elvtr. Co.

DULUTH LETTER.

Duluth, Minn.—Frank W. Falk, formerly with C. C. Wyman & Co., has gone with the Becher-La Bree Co.

The Salyards Grain Co. incorporated; capital stock, \$100,000; incorporators, H. F. Salyards, Leo J. Teske and Edwin C. Hancock.

Duluth, Minn.—P. H. Morrow, formerly mgr. of the Farmers Elvtr. Co. at Trenton, N. D., is now traveling solicitor for the Atwood-Larson Co.

The following grain men, of this city, are members of the Minnesota National Guard: Leonard Bresley, with Randall, Gee & Mitchell; Douglas More, with McCabe Bros. Co.; M. C. Rhineberger, with the Standard Grain Co.; John Crooss, with the United Grain Co., and Jay F. Finkelson, mgr. for the Bartlett, Frazier Co. They are now at Ft. Snelling and will go to Mexico. About 50 employes of Board of Trade firms joined the Duluth battalion. Their employers have guaranteed their positions on their return and will pay their full salary while away.

MINNEAPOLIS LETTER.

The G. E. Gee Grain Co. will build an addition to its elvtr.

Eugene Doherty, of Doherty & Smith, was married last month.

The Schreiber Hay & Grain Co., of Kansas City, Mo., contemplates opening a branch office in this city.

The following memberships in the Chamber of Commerce have been transferred: From F. M. McCord to H. C. Harding and from A. D. Thomson to Henry F. Salyards.

Minneapolis, Minn.—James H. McCarthy, who has been buyer for the Winter-Truesdell-Ames Co. at Watford City, N. D., will now act as traveling solicitor for the company in Montana.

Minneapolis, Minn.—H. M. McNamara has resigned as mgr. of the Farmers Elvtr. Co. at Hazel, S. D., to represent the recently incorporated Woodward-Newhouse Co. in South Dakota this year.

A motion was carried that all charges accruing previous to sales of cars are to be paid by the seller; any reconignment charges accruing after the sale, at the instance of the buyer, are to be paid by the buyer, at a meeting June 28 of the directors of the Chamber of Commerce.

The Healy-Owen-Hartzell Co. has been organized to engage in the grain commission business, by Messrs. Healy, Owen and Hartzell, all of whom were former employes of the F. M. Davies Co. Offices have been opened in the Flour Exchange Bldg. and the company has been granted corporate privileges in the Chamber of Commerce.

Minneapolis, Minn.—A baseball team has been organized by the members of the Chamber of Commerce, which is ready to play any team of the state and is very desirous of hearing from them. The following line-up has been arranged: H. Beck, 2d base; H. Flow, 3d base; J. Prause, shortstop; W. West, 1st base; E. Dahl, pitcher; M. Kane, catcher; M. Richards, center field; J. Korvarick, right field; R. Johnson, left field. For games call or write J. J. Prause, care Quinn-Shepherdson Co., Minneapolis.

Traveling representative's licenses have been applied for by the following: Leonard H. Jacobson, to represent the Northern Grain Commission Co.; Frank A. Cousins, to represent Tenney Co.; Andrew Scholz, to represent the Imperial Elvtr. Co.; Frank C. Metcalf, to represent Cassidy & Munson; W. G. Kirkpatrick and H. M. McNamara, to represent the Woodward-Newhouse Co.; James S. Eales, to represent the Armour Grain Co.; and James E. Utman, to represent McCarthy Bros. Co. Licenses have been issued to the following: Nels Enge, to represent the Minnesota Grain Co.; M. C. Johnson, to represent Fraser-Smith Co.; James H. McCarthy and Oliver S. Kelso, to represent Winter-Truesdell-Ames Co.; F. C. Richardson, to represent C. C. Wyman & Co.; and H. B. Blackey, to represent Getchell-Tanton Co.

MISSOURI

Jackson, Mo.—An elvtr. is in course of construction at this point.

Kingsville, Mo.—R. McConnell is building an elvtr. at this station.

Smithton, Mo.—A. B. Harriman has purchased a site and will erect an elvtr.

Etlah, Mo.—A. Strassner has installed a Ross Air Blast Car Loader.—Ed Hasenwinkle, St. Louis.

Dresden, Mo.—O. Gorrell has succeeded Gorrell & Shacklett, grain dealers.—Ed Hasenwinkle, St. Louis.

Williamsville, Mo.—The Williamsville Roller Mill Co. is building 10,000-bu. additional grain storage tanks.

Jefferson City, Mo.—The G. H. Dulle Mfg. Co. is overhauling its elvtr. and mill and installing new machinery.

Tebbetts, Mo.—W. F. Sorrells has bot the elvtr. and mill of the Tebbetts Mfg. Co.—Ed Hasenwinkle, St. Louis.

Butler, Mo.—Cannon Bros. are operating their recently acquired plant under the name of the Cannon Bros. Mill & Elvtr. Co.

Montgomery City, Mo.—E. L. Moseley has succeeded the late L. E. Blades as mgr. of the Prairie Mfg. Co., operating a 50,000-bu. elvtr.

Sandy Hook, Mo.—The Farmers Elvtr. Co. has purchased the elvtr. of J. Cramer. C. G. Cook will be in charge.—Ed Hasenwinkle, St. Louis.

Centertown, Mo.—The Chambers Elvtr. Co. has succeeded Chambers & Roger.—Ed Hasenwinkle, of Graham & Martin Grain Co., St. Louis.

Lupus, Mo.—W. C. Wiessner has succeeded the grain firm of Walker Wiessner.—Ed Hasenwinkle, of Graham & Martin Grain Co., St. Louis.

Russellville, Mo.—Weber Bros. & Doehla have succeeded A. Sauer in the grain business here.—Ed Hasenwinkle, of Graham & Martin Grain Co., St. Louis.

Tarkio, Mo.—R. L. Gross is now operating under lease the elvtr. of J. B. Shaum, who as a member of the Missouri National Guard, has been called out.

Weston, Mo.—I resigned my position with R. E. Harrington on June 1 and now operate the R. & R. Elvtr. at this place, doing a general grain, coal and feed business.—J. L. Lanning.

Sikeston, Mo.—During a heavy wind storm the 160-ft. tower, on the side of the new elvtrs. of the Sikes-McMullin Grain Co., built by the Burrell Engineering & Construction Co., was blown down.

St. Joseph, Mo.—The G. W. Carter Grain Co. has engaged in the grain, hay and mill feed business, with offices in the Corby-Forsee Bldg. G. W. Carter was formerly at Hepburn, Ia. He has applied for membership in the Grain Exchange.

Chamois, Mo.—G. E. Grant, of Jefferson City, has assumed the management of the grain and feed dept. of the Chamois Mfg. Co. Mr. Parrott has been retained as miller and mgr. of the mill.—Ed. Hasenwinkle, of Graham & Martin Grain Co., St. Louis.

Richmond, Mo.—Howard Hamacher, son of O. N. Hamacher, has been admitted to membership in the firm of Hamacher & Son, and the elvtr. will now be operated under the name of Hamacher & Sons.

St. Joseph, Mo.—On account of the growth of this city as a grain center the trading quarters of the Grain Exchange will be enlarged. The rear of the 12th floor will be altered to make room for a 35x47 ft. trading hall, which will have a domed ceiling, 20 ft. high.

St. Joseph, Mo.—Chas. A. Geiger, formerly in the grain business at Robinson, Kan., opened an office in this city June 23 and will do a regular consignment business. Mr. Geiger paid the highest price ever paid for a membership on the Grain Exchange. The firm will be known as the Geiger Grain Co.

KANSAS CITY LETTER.

The capital stock of the Nicholson Grain Co. has been increased from \$5,000 to \$15,000.

We have opened our wheat dept. under the management of Rufus C. Kemper.—Kemper Mill & Elvtr. Co.

George P. Williams, registrar of the Missouri State Grain Inspection Dept. for 12 years, died suddenly on June 25.

H. S. Hall, of the Hall-Baker Grain Co., was severely bruised last month, when an automobile in which he was riding, turned over.

Frank Fleming, traveling solicitor for B. C. Christopher & Co., has been called to the training camp of the Missouri National Guard. He will receive part of his salary during his service in the regiment.

The following have been admitted to membership in the Board of Trade: Martin J. Lawless, on transfer from Boyd C. Moore; W. O. Brackett, of the John I. Glover Grain Co., on transfer from W. B. Stowers, and W. S. Nicholson, pres. of the W. S. Nicholson Grain Co., on transfer from the estate of M. W. S. Nicholson.

ST. LOUIS LETTER.

The Merchants Exchange has adopted a complete set of rules governing the hay trade.

Report states that a site on the railroad, in the Mill Creek Valley, has been purchased by a Chicago syndicate, on which a large elvtr. will be erected.

Wayne Nelson, formerly with Arnold Therneau, has succeeded his father, R. S. Nelson, who died last month, as traveling solicitor for the Hunter Grain Co.

The J. H. Teasdale Commission Co. has purchased the 700,000-bu. elvtr. of the United Elvtr. & Grain Co. and will operate it on its own account, taking possession July 15.

Directors of the Merchants Exchange posted the following notice on the bulletin board: "There will be a meeting of the grain interests July 6, at 2:30 p. m., in the Board of Directors' Room, to discuss the question of issuing a joint price-current for the St. Louis market. All grain firms interested are urged to attend. The object of the meeting is to discuss plans for a uniform and more general distribution of St. Louis market news and reports, and for the elimination of the expense of duplications."

Members of the Merchants Exchange voted July 6 to amend the rule on inspection fees to read as follows: "It shall be in the power of the Board of Directors to fix the fees to be charged for the inspection of flour, seeds and provisions, and to designate by whom said inspection fees shall be paid, and to make such rules for the government of the inspectors as may be necessary; also to establish the rates to be allowed on produce, provisions, merchandise, etc., and to alter and amend the same from time to time; and the fees and charges so established by the Board of Directors shall be binding upon the members of the exchange." The amendment eliminates grain and has been adopted.

Lancelot Saunders, member of the Merchants Exchange, has gone to the front with the Missouri Militia.

Chas. G. Mulligan, Dexter Tiffany, Jr., of G. S. Tiffany Co., A. D. Goldman, Charles J. Napier, Joshua M. Chittam, of Morton & Co., H. D. Sturtevant, of Raymond Pynchon Co., Paul Henry Burg, of the Antan, Burg Grain & Mfg. Co., R. H. Jones and Harry Lesser have applied for membership in the Merchants Exchange.

MONTANA

Moore, Mont.—Homer Goodell has purchased a site and will build an elvtr. later.

Glendive, Mont.—Harry B. Zeller has been retained as mgr. of the Farmers Grain Co.

Big Timber, Mont.—The Powers Elvtr. Co. has completed and opened its new elvtr. for business.

Waldheim, Mont.—Work is progressing on the elvtr. under construction for the Roundup Elvtr. Co.

Sun River, Mont.—Elvtrs. will be built here and at Akton by the Cascade Mfg. & Elvtr. Co., of Cascade.

Roundup, Mont.—The erection of a 4th elvtr. at this station to handle grain this fall, is being discussed.

Baker, Mont.—Elmer G. Prall, of Freeport, Ill., has purchased the Baker Elvtr. & Mill and will remodel it.

Great Falls, Mont.—The Northwestern Grain Dealers Ass'n is now occupying its new offices at 434 Ford Bldg.

Red Lodge, Mont.—The Roberts Co-operative Elvtr. Ass'n has been incorporated with a capital stock of \$100,000.

Dover, Mont.—I am not in the grain business any more.—A. L. Kolar, formerly agt. Montana Central Elvtr. Co.

Cut Bank, Mont.—The Greeley-Schmidt Co. has bot the elvtr. of Bombay & Larson, props. of the Cut Bank Grain Co.

Geraldine, Mont.—Farmers Elvtr. & Mfg. Co. incorporated; capital stock, \$60,000; incorporators, S. W. Clark, R. A. Boyth and others.

Stanford, Mont.—C. E. Switzer, formerly of the Switzer & Salisbury Elvtr. Co., of Ridgeway, Mo., is now agt. here for the Rocky Mountain Elvtr. Co.

Plevna, Mont.—The Columbia Elvtr. Co., of Minneapolis, Minn., is building an up-to-date elvtr.—J. H. Westcott, of Farmers Elvtr. Co., Ismay.

Billings, Mont.—The McCaull-Dinsmore Co., of Minneapolis, Minn., will open a branch office in the Stapleton Block, with George L. Lore in charge.

Brady, Mont.—The elvtr., for which the Farmers Society of Equity let contract to the Northwestern Construction Co., will have a capacity of 40,000 bu.

Winifred, Mont.—Contract for a 40,000-bu. elvtr. has been let by the Farmers Co-operative Ass'n to the Globe Construction Co. The contract price is \$10,965.

Wallum sta. (Franklin p. o.), Mont.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, W. W. Warm, J. W. Rorabeck and others, all of Barber. An elvtr. will be erected.

Great Falls, Mont.—Chairman Hall and Commissioners Morley and McCormick attended a hearing on complaints filed by the Northwestern Grain Dealers Ass'n and the Montana Society of Equity concerning the rates on agricultural products in interstate commerce. The hearing began June 19, but was continued until July 10, at the request of the representatives of the railroads, who asked for time in which to examine the exhibits of the complainants. Each side agreed to furnish the other, by June 30, with copies of its exhibits, so that each would be in a position to cross-examine the other. The railroads represented at the hearing were the Great Northern, Northern Pacific, Burlington and Oregon Short Line.

Reed Point, Mont.—The Montana Central Elvtr. Co. is building a 30,000-bu. up-to-date elvtr.

NEBRASKA

Chester, Neb.—The Farmers Elvtr. Co. has been dissolved.

Du Bois, Neb.—The Farmers Union has bot the elvtr. of F. W. Meier.

Primrose, Neb.—A farmers elvtr. company has been organized here.

Grafton, Neb.—The Real Grain Co. is improving and enlarging its elvtr.

Winside, Neb.—Russell Williams is the new mgr. of the Farmers Elvtr. Co.

Gordon, Neb.—Work has been started on the elvtr. for the Farmers Elvtr. Co.

Elgin, Neb.—L. F. Schlote, of Dodge, is the new agt. of the Nye Schneider Fowler Co.

Wolbach, Neb.—The newly organized Farmers Elvtr. Co. has purchased a local elvtr.

Knox sta. (York p. o.), Neb.—The Farmers Union has bot the elvtr. of F. P. Van Wickle.

Paxton, Neb.—Our elvtr. at this place is not open.—Trans-Mississippi Grain Co., Omaha.

Colton, Neb.—Our elvtr. at this station is closed.—Trans-Mississippi Grain Co., Omaha.

Gandy, Neb.—The Farmers Elvtr. & Shipping Co. will build a salt house and handle salt.

Rising City, Neb.—The Farmers Grain Co. has been incorporated with a capital stock of \$20,000.

Shelby, Neb.—The Farmers Union Exchange has been incorporated with a capital stock of \$25,000.

Indianola, Neb.—The elvtr. of the Indianola Equity Exchange is being repaired and improved.

Riverdale, Neb.—H. Bolan has succeeded Oscar G. Knox as mgr. of the Riverdale Co-operative Grain Co.

Fullerton, Neb.—The Fullerton Mill Co., which operated a 30,000-bu. elvtr. and mill, has been dissolved.

Pender, Neb.—The John F. Westrand Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Tamora, Neb.—Jack Ricker will succeed Carl Anderson, who resigned as agt. of the Central Granaries Co.

Craig, Neb.—The Farmers Union Ass'n contemplates the erection of an up-to-date elvtr. in the near future.

Petersburg, Neb.—Pearl Belknap, of Bradish, is now agt. of the Crowell Lumber & Grain Co. at this station.

Cowles, Neb.—The Farmers Union has purchased the elvtr. of C. B. Seldomridge, of which Chas. W. Wood was agt.

Palisade, Neb.—Lightning struck the elvtr. of the F. C. Krotter Co., causing a fire, which damaged it considerably.

Howell, Neb.—Joseph Napengast is planning the erection of a 15,000-bu. elvtr. on his farm, northwest of this town.

Annandale (Glenvil p. o.), Neb.—L. F. W. Horstman has succeeded J. W. Henthorn as mgr. of the Farmers Elvtr. Co.

Ulysses, Neb.—The suit of 108 farmers against the Ulysses Grain Co. is still under trial after 4 weeks of hearing testimony.

Emerson, Neb.—The Farmers Elvtr. Co. has been organized to purchase the elvtr., coal and hog business of Oscar Bring for \$6,500.

Oakland, Neb.—J. W. and A. C. Holmquist have purchased the interest of their partners in the Holmquist Grain & Lumber Co.

Humphrey, Neb.—A. C. Anson, of Creston, has succeeded H. H. Black, who resigned as agt. of the Crowell Lumber & Grain Co.

Kennard, Neb.—The recently organized Farmers Grain & Lumber Co. has bot the elvtr. of the R. E. Roberts Elvtr. Co.

Mapps sta. (York p. o.), Neb.—H. B. Fitzpatrick has been engaged as mgr. of the newly acquired elvtr. of the Farmers Elvtr. Co.

Thayer, Neb.—H. B. Fitzpatrick is no longer mgr. of the Farmers Grain Ass'n, having taken charge of an elvtr. at Mapps sta. (York p. o.).

Elm Creek, Neb.—W. C. Rishel is the agt. in charge of our elvtr., which we are now operating at this point.—Trans-Mississippi Grain Co.

Trenton, Neb.—The Farmers Equity Union has purchased the elvtr. of Frank Real, of McCook, which it had been operating under lease.

Dakota City, Neb.—Fred Schroeder has resigned as agt. for the Fields & Slaughter Co., having leased the company's elvtr. at McLean, effective July 1.

Dixon, Neb.—I have sold my grain and live stock business at this place to Frank A. Wallin and he will conduct the business hereafter.—J. B. Hatch.

Marion, Neb.—Marion Powell has remodeled the alfalfa mill and will buy grain. I am the new mgr. of the Farmers Elvtr. Co.—John Hammell.

Lincoln, Neb.—The elvtrs. of the Lincoln Grain Co. have been closed, pending the settlement of the estate of Elliott Lowe, who was killed a short time ago.

Paul, Neb.—The recently organized Farmers Union Ass'n incorporated; capital stock, \$50,000; incorporators, E. H. Misesgadis, Fred Oelke, Jr., and others. An elvtr. will be built.

Blair, Neb.—The Farmers Elvtr. Co. will build a large warehouse and coal sheds in connection with its new elvtr., which will be erected on the Omaha. The estimated cost of the plant is \$25,000.

Abdal sta. (Superior p. o.), Neb.—The elvtr. of the Farmers Union has been sold to a number of farmers, who will operate as a co-operative company. I. Mannion has been retained as mgr. for the present.

Foley sta. (David City p. o.), Neb.—John Eskildsen, ass't at the elvtr. of the Hampton Elvtr. Co., at Hampton, is now mgr. of the Farmers Grain Co. Frank Chapin, former mgr., has returned from the hospital at Omaha, to his home here.

Minersville, Neb.—The elvtr. of the A. B. Wilson Grain Co. is being moved near the bluffs as the river has been cutting fast in its vicinity. This is the 4th time the elvtr. has been moved, for the same reason, within the past few years. It will be closed for about 3 weeks.

Hastings, Neb.—A meeting of the Farmers Co-operative Grain & Live Stock Ass'n was held in this city for the purpose of taking some action against the proposition of the railway companies to advance the site rentals for elvtrs. in this state. The matter is now before the Interstate Commerce Commission and the companies are taking a lively interest in the opposition of the proposed tariffs on rental rates.

Mead, Neb.—Members of the Farmers Union, operating an elvtr. here, complained to the state railway commission that Henry Hanson, mgr. of a co-operative elvtr. at this station, was keeping grain in storage longer than 10 days without a permit to operate a grain storage warehouse. Unless the title of grain in storage passes within 10 days after it is stored, the elvtr. retaining it in storage is deemed to be a public grain warehouse and must comply with the state law. Mr. Hanson informed the commission that he desired to comply with the law. He said that he thought the warehouse law good for elvtr. men and the old way of storing grain was good for the farmers. The railroad commission has written Mr. Hanson that his intentions are probably good, but to have the owner of 91 bus. of wheat on hand dispose of it if he does not want to violate the law.

OMAHA LETTER.

Joseph Leopold, of the Leopold-Todd Grain Co., is recovering from a severe attack of typhoid fever.

A thief entered the office of the Updike Grain Co. on June 27 and took a watch and a pearl-handled knife.

Cecil Guyol will travel in Colorado and Nebraska from the recently established office of the Vanderslice-Lynds Co., of Kansas City, Mo.

Ashby Woodson will engage in the grain business on his own account. He was at one time a member of the Board of Trade at Kansas City, Mo.

The recently organized Dolphin-Jones Grain Co. incorporated; capital stock, \$50,000; incorporators, Lance Jones, M. J. Dolphin and J. G. Wild.

The Grain Exchange Clearing Ass'n incorporated; capital stock, \$10,000; incorporators, E. C. Twamley, pres., A. H. Bewsher, vice-pres., Frank P. Manchester, secy. E. S. Westbrook, J. H. Wright, Jr., and H. K. Schafer are the directors. The object of the ass'n is the clearing of all transactions in futures made on the exchange floor. Only members of the Grain Exchange in good standing are eligible to membership, which is limited to 200.

The Farmers Grain Co., of Walthill, Neb., at its annual meeting June 5 adopted a resolution "instructing the directors to present to the state organization of farmers elevator companies a plan whereby all co-operative ass'ns may be represented by their own independent agency on the Omaha Grain Exchange, to secure the most economic sale and distribution of grain." All farmers elvtrs. of the state of Nebraska will be invited to join.

The Grain Exchange on July 5 opened a market for dealing in futures, as well as continuing a cash market. Members are authorized to trade, one with another, or they may buy and sell for customers, closing the deals on the floor of the exchange. Trades in wheat, corn, rye and barley will be placed in 1,000-bu. lots, and oats in 1,500-bu. lots. The commission to be charged will be largely a matter of agreement between exchange members and their customers, but on wheat it is understood that it will be $\frac{1}{8}$ ¢ per bu. Attempts were made twice before, since the exchange was established 12 years ago, to open a market for futures, but both attempts were a failure. As this market has grown so extensively, it is expected that no difficulty will be experienced now.

NEW ENGLAND

Boston, Mass.—Charles A. Conant, for many years in the grain commission business, died recently, aged 71 years.

East Bridgewater, Mass.—Ryder Grain Co., incorporated; capital stock, \$20,000; incorporators, Walter S. Little, Edward F. McHugh and Herbert L. Hammond.

Three Rivers, Mass.—C. W. Darling & Co., grain and coal dealers, have made an assignment in favor of their creditors.

East Bridgewater, Mass.—The Eastern Grain Co. has bot the grain and lumber business of the estate of S. Ellis Ryder. The present building is being remodeled.

New Bedford, Mass.—We intend to erect an up-to-date elvtr. on the property recently purchased at this place. Details are not available at this time.—J. Cushing & Co., Fitchburg.

Charlestown, Mass.—Nathan Tufts & Son and Hawley, Harlow & Samlin, grain dealers, sustained a loss of several thousand dollars when the old elvtr., used for storing grain for the past 50 years, burned July 3.

NEW YORK

Saratoga Springs, N. Y.—The Saratoga Mfg. & Grain Co. sustained a loss of approximately \$15,000, covered by insurance, when its plant burned last month.

Oneida, N. Y.—The recently incorporated Madison County Mill Co., with a capital stock of \$75,000, has purchased the property of the Oneida Mill and placed it in operation. Extensive improvements will be made. Frank E. Cowley is pres. and E. S. Stanton, general mgr. of the company, which has made plans for a large grain elvtr. and storehouse.

BUFFALO LETTER.

Samuel O. Hall has sold his interest in the Hall Feed & Grain Co.

Chas. T. Doorty, pres. of the Doorty-Ellsworth Co., is a member of the 65th Regiment, which has been called to the colors.

The American Linseed Co. and the Buffalo Elevating Co. have offered to purchase the islands at the foot of Main St., from the city council, for \$260,000. It is expected that the offer will be accepted.

NEW YORK LETTER.

M. P. Tanner, member of the Produce Exchange, is a sergeant in the 7th New York Regiment, and has gone, with his company, to Texas. Leopold Gross will take charge of his business affairs during his absence.

Paul Robson, head of Paul Robson & Co., was given a dinner June 27, by a number of Chicago and New York grain exporters, prior to his leaving for Liverpool. His company has done the grain buying for the Allies.

NORTH DAKOTA

Towner, N. D.—The Farmers Elvtr. Co. is being organized.

Carpio, N. D.—The Farmers Elvtr. Co. has been organized.

Larimore, N. D.—Farmers are organizing an elvtr. company.

Marion, N. D.—The Equity Elvtr. Co. is being organized here.

Litchville, N. D.—The mgr. of the Farmers Elvtr. Co. has resigned.

Stanton, N. D.—Kent Powers, of Marion, will manage an elvtr. at this point.

Northville, N. D.—The Farmers Elvtr. Co. has been organized at this point.

Carrington, N. D.—Mr. Nystad is building an elvtr. northwest of this town.

Minot, N. D.—An elvtr. will be erected by the newly formed Farmers Elvtr. Co.

Niobe, N. D.—The recently organized Farmers Elvtr. Co. has been incorporated.

Hatton, N. D.—A large addition will be built to the elvtr. of the Farmers Elvtr. Co.

Adams, N. D.—Geo. Springstad, of Crystal, will be mgr. of the Farmers Elvtr. Co.

Maddock, N. D.—J. M. Jenson, of Blabon, is now mgr. of the Farmers Elvtr. Co.

Kramer, N. D.—The Farmers Elvtr. Co. has decided not to build an elvtr. this year.

Plaza, N. D.—The newly incorporated Plaza Equity Elvtr. Co. will build an elvtr.

Dickinson, N. D.—W. J. Mozely has secured a position as mgr. of the Farmers Elvtr. Co.

Overly, N. D.—W. B. Cook has resigned as mgr. of the Farmers Elvtr. Co., effective July 1.

Kerry sta. (Edinburg p. o.), N. D.—The Farmers Elvtr. Co. has been organized to operate an elvtr.

Derrick, N. D.—J. H. Widness, formerly mgr. of the Farmers Elvtr. Co., has removed to Erskine, Minn.

Casselton, N. D.—I am now representing Randall, Gee & Mitchell in southeast North Dakota.—Tom Berryman.

Dana sta. (Hazelton p. o.), N. D.—Work has been started on the erection of an elvtr. for the Farmers Elvtr. Co.

Watford, N. D.—G. J. Nystul, who resigned as mgr. of the Farmers Elvtr. Co. at Nome, will manage an elvtr. here.

Windsor, N. D.—We will let contract at once for a 40,000-bu. up-to-date elvtr.—H. H. Clothier, sec'y Farmers Elvtr. Co.

Wing, N. D.—The erection of a new elvtr. is being discussed by the Farmers Elvtr. Co. P. C. Evans has been retained as mgr.

Grafton, N. D.—The Grafton Roller Mills are installing an automatic sprinkler and other improvements, at a cost of about \$15,000.

Belfield, N. D.—The Farmers Elvtr. Co. is being organized at this point.—C. F. Carlson, mgr. Farmers Union Elvtr. Co., Fryburg.

Mohall, N. D.—A. N. Tolian, formerly with the Farmers Elvtr. Co., has bot the elvtr. of the R. D. Johnson Co., taking possession July 1.

Mandan, N. D.—S. W. Unkenholz, former sec'y of the Farmers Grain Dealers Ass'n, was bereaved recently by the death of his wife.

Ft. Rice, N. D.—The Ft. Rice Equity Exchange, with a capital stock of \$20,000, will build an elvtr. Fred Redman is acting as sec'y temporarily.

Mohall, N. D.—A. N. Tolian, formerly mgr. of the Farmers Elvtr. Co., has bot and taken possession of the elvtr. of the R. D. Johnson Elvtr. Co.

Menoken (R. R. name Burleigh), N. D.—An elvtr. will be built at once by the Farmers Elvtr. Co., which has been organized and officers elected.

Grand Forks, N. D.—The annual meeting of the North Dakota Ass'n of Mgrs. of Farmers Elvtr. Companies will be held in this city on July 21 and 22.

Rocky Butte (no p. o.), N. D.—Contract for an elvtr. has been let by the newly formed Farmers Grain Co. at this station, which is 6 miles south of Beach. It will be ready for this year's crop.

Walhalla, N. D.—We have made arrangements to build an up-to-date and well equipped elvtr. at Eloy Point Spur, 5 miles north of this town. It will be ready for the new crop—Lee & Son.

Chasely, N. D.—F. O. Linger, former mgr. of the Farmers Elvtr. Co. at Heaton, has purchased the elvtr. of the Farmers Elvtr. Co., and will take charge about July 20.—B. L. Halderman, mgr. Farmers Elvtr. Co., Heaton.

Spiritwood, N. D.—I am now mgr. of the recently acquired elvtr. of the Equity Elvtr. Co. We handle coal, twine and machinery in connection and intend to handle lumber and posts later on.—Frank Hencir.

Glover, N. D.—C. E. Knox has sold his old elvtr. to the Farmers Elvtr. Co. and let contract for a 50,000-bu. elvtr. to L. Buege. It will be completed this month and will be operated under the name of the Knox Grain Co.

Heaton, N. D.—J. W. Hoy has succeeded W. L. McGee as agt. of the Occident Elvtr. Co. and Mr. McGee has been transferred to Eldridge. Knute Alfson is the new agt. of the Monarch Elvtr. Co., succeeding B. L. Halderman, resigned.

McVillie, N. D.—The recently organized Farmers Equity & Trading Co., incorporated; capital stock, \$20,000; incorporators, Wm. Ryan, pres.; S. T. Kvamen, sec'y, and others. Plans for the erection of a 50,000-bu. elvtr. are now under consideration.

Heaton, N. D.—We will install another leg and a 20-h. p. engine. A new office and engine room will be built and 4 additional bins put in by dividing 4 of the large bins. T. E. Ibberson will do the work. B. L. Halderman has succeeded F. O. Klinger as mgr. of our elvtr.—Farmers Elvtr. Co.

OHIO

Chillicothe, O.—An elvtr. and flour mill will be erected at this station.

Whitehouse, O.—The Farmers Elvtr. Co. has bot the elvtr. of O. W. Bradley and is remodeling it.

Luckey, O.—We expect to install a new corn sheller.—Luckey Elvtr. Co.

Botkins, O.—I am now mgr. of the Botkins Grain Co.—C. J. Hemmert.

Lynchburg, O.—I am now agt. for the Dewey Bros. Co.—George Shaffer.

Haskins, O.—A. Fetterman is now mgr. of our company.—Farmers Grain Co.

Dayton, O.—The elvtr. of the V. E. Herter Co. burned recently. Loss, \$5,000.

Kenton, O.—Rish & Tarbutton have succeeded W. S. Snyder.—J. B. Seymour.

Wooster, O.—The Empire Mfg. Co. has quit the grain business.—Tyler Grain Co.

Pemberton, O.—We are installing a new steam outfit in our elvtr.—L. G. Shanely.

Farnum, O.—G. O. Cruikshank has bot the elvtr. of L. L. Cass and is operating it.

Columbus, O.—I have taken charge of a branch elvtr. in Missouri.—C. E. Newton.

Pemberville, O.—Bushman Bros. are out of the grain business.—Hobart-Bowles Co.

Pleasant Plain, O.—We have succeeded Jones & Howard.—Morrow Feed & Supply Co.

Hebron, O.—Kirk & Co. are not in the grain business here at this time.—C. A. Pence.

Lucas, O.—I sold my elvtr. Mar. 1 to the Farmers Equity Exchange.—T. A. Parry.

Arcanum, O.—I am enlarging my elvtr. and installing new machinery.—H. J. Niswonger.

Waverly, O.—Edward Stritmatter is now in charge of our elvtr. and mill.—Pee Pee Mfg. Co.

Ft. Loramie, O.—I operate an elvtr. and mill, succeeding Bramlage & Son.—John Bramlage.

Swanders, O.—The Swanders Grain Co. has increased its capital stock from \$15,000 to \$20,000.

Harrison, O.—Arnold Kiewit is dead and I am prop. of the Union Roller Mills.—Minnie Kiewit.

Marengo, O.—Tobey & Hirst have engaged in the grain and hay business.—T. W. Babcock.

Defiance, O.—W. E. Gest is now completing an 8,000-bu. elvtr. on the B. & O.—Spangler & Davis.

Celina, O.—The Palmer & Miller Grain Co. has succeeded the Square Deal Elvtr. Co.—Buckland Mfg. Co.

Maria Stein, O.—We will build a 14-ft. addition to our elvtr.—Henry Kramer, agt. Myers & Patty Co.

Lewistown, O.—C. E. Emery has quit the grain business. I operate a 10,000-bu. elvtr.—C. E. Dalrymple.

Urbana, O.—Yocum & Hagenbuch are out of the grain business as their plant was burned.—Blöse Bros.

Scott, O.—I am the only regular grain dealer here. A grain company scoops some grain.—Harvey Elkenbary.

Columbus Grove, O.—We have installed a pneumatic car loader for loading grain at our elvtr.—Annesser Mill Co.

Frankfort, O.—I am the only regular grain dealer here. A scoop shoveler is getting some grain.—Elias Hutton.

Baltimore, O.—I am the only regular grain dealer here. A scoop shoveler is buying some grain.—J. R. Johnson.

Bremen, O.—The Turner Bros. Co. has sold its grain business and mill to the Brown-Burnworth Co.—G. E. Turner.

Bascom, O.—M. T. Wertz is now mgr. of the Bascom Elvtr. & Supply Co.—J. D. Schultz, mgr. Sneath Cunningham Co.

Yellow Springs, O.—We operate the only elvtr. here. A scoop shoveler is buying some grain.—National Feed Mills Co.

Houston, O.—We have bot a 25-h. p. Fairbanks-Morse Oil Engine and a sheller.—C. H. Ginn, mgr. Farmers Elvtr. Co.

McClure, O.—We expect to increase our storage capacity 2,000 bus. and are installing a 2,000-bu. grain drier.—McClure Grain & Stock Co.

Deshler, O.—William B. Grammar, who formerly operated an elvtr. here, is now in charge of the stock trading at the Toledo office of E. W. Wagner & Co.

Bucyrus, O.—The regular dealers here are E. G. Reid and myself. Scoop shovelers are buying some grain.—H. D. Miller.

McComb, O.—We succeeded Cruikshank & Bennett on July 1. A scooper is buying some grain here.—Bennett & Hammond.

Elery sta. (Malinta p. o.), O.—F. A. Foster has succeeded J. J. Clark as mgr. of our company.—Farmers Grain & Stock Co.

Broadway, O.—We operate the only elvtr. at this place. A number of scoop shovelers are buying some grain.—P. H. Perry & Co.

Kingston, O.—Christian Marggraf, of the Kingston Grain Co., is at a hospital at Columbus, having the cataract removed from his eye.

Toledo, O.—Clarence Schaaf has succeeded Chas. E. Cameron, who has been for 17 years with the Churchill Grain & Seed Co.

Liberty Center, O.—We are increasing the capacity of our elvtr. and have installed a car loader.—Liberty Center Grain & Stock Co.

Chippewa Lake, O.—I am repairing my elvtr. and mill, which I took over last December.—C. W. Carlton, prop. Chippewa Cash Elvtr.

Lancaster, O.—Two companies are scooping grain here. The regular dealers are A. Deeds & Sons and our company.—Graham Mlg. Co.

Ashland, O.—C. E. Jaimson has bot an interest in the elvtr. of J. C. Palmer and the business is now operated as J. C. Palmer & Co.

West Unity, O.—H. C. Dachsteiner has succeeded F. Hepker. Mr. Dachsteiner sold this elvtr. to Mr. Hepker in 1911.—Yager & Rupp.

Alvada, O.—We operate the only elvtr. here. A scooper is buying some corn at this station.—F. Wm. Koepfer, agt. Sneath Cunningham Co.

Hamilton, O.—The Eikenberry Bros. Co. have a new 25,000-bu. concrete elvtr. on the Pa. We operate a 100,000-bu. elvtr. on the C. H. & D.—Edward Sohngen Malting Co.

Bellevue, O.—Wm. C. Keiner is now mgr. of the Farmers Grain Co. at this station.—W. H. Gardner, mgr. W. H. Gardner Grain & Mill Co.

Lippincott sta. (Urbana p. o.), O.—We operate the only elvtr. at this point. A scoop shoveler is buying some grain.—Outram & Russell.

New Weston, O.—We have installed a new 25-h. p. Fairbanks-Morse Oil Engine in our elvtr.—Philip Fortman, mgr. New Weston Grain Co.

Blanchester, O.—We operate the only elvtr. here. A company is scooping some grain at this point.—L. W. Dewey, general mgr. Dewey Bros. Co.

Green Camp, O.—We have succeeded the Watts Elvtr. Co. Jacob Carey is pres. and R. C. Peet, mgr. of our company.—Green Camp Grain Co.

Cleveland, O.—The Nickel Plate Elvtr. & Coal Co. has taken over the plant of John A. Dennerle & Co., who have gone out of the grain business.

Jonestown sta. (Tokio p. o.), O.—We have built a new corn crib and have added a seed house to our elvtr.—J. S. Metzner, mgr. Jonestown Grain Co.

Gettysburg, O.—We operate a 50,000-bu. elvtr. which is the only one at this point. A scoop shoveler is buying grain here.—Petersime & Toman.

Farmersville, O.—I have sold my elvtr. to C. W. Holtzmuller, prop. of the Farmersville Grain Co., and am now out of the grain business.—Amos E. Brubaker.

Prentiss, O.—Hiegel Bros., of Leipsic, have bot the elvtr. of Hyman & Levy. They are covering it with iron and will install a sheller, cleaner and motor.

Toledo, O.—S. M. Bender, of Southworth & Co., is a member of the Ohio National Guard, and has been called out.

Eldorado, O.—We are installing a 40-h. p. gas engine, a new Boss Car Loader with the cleaner attachment, and 2 new stands of elvtrs.—Fred Schlientz & Son.

Ashville, O.—The Scioto Grain & Supply Co. took possession July 1 of its recently acquired elvtr., with W. P. Salladay as mgr.—J. H. Sark, mgr. Ashville Grain Co.

Marion, O.—A company is scooping grain near this station. The regular grain dealers are Ruffing & Missler, Boyer-Riley Grain Co. and ourselves.—Marion National Mill Co.

Grelton, O.—A manlift is being installed in our elvtr. The elvtr. of Lewis Sloan is closed and has been for the past 2 years.—Chas. B. Krohn, mgr. Farmers Grain & Seed Co.

Troy, O.—The Troy Tile & Brick Co., which owns a 10,000-bu. elvtr., has handled no grain since the flood of 1913, when its plant was greatly damaged.—Troy Elvtr. Co.

Gilberts sta. (Burkettsville p. o.), O.—Walker & Klosterman are operating the elvtr. they bot some time ago under the name of the Burkettsville Grain Co.—John Homan, mgr.

Cavett, O.—We are building new coal sheds at our elvtr. at this point and are installing a new Fairbanks-Morse Oil Engine.—H. G. Pollock, mgr. Pollock Grain Co., Middle Point.

Bloomdale, O.—The elvtr. of L. R. Good burned June 25 at 1:30 a. m., together with about 15,000 bus. of grain. Loss, \$20,000; insurance, \$9,000. The elvtr. will be rebuilt immediately.

Leipsic, O.—Alloys Ringlein, who is employed at the Heigle Elvtr. fell a distance of about 12 ft. while at work June 21. He is now suffering from concussion of the brain and spinal cord.

Deshler, O.—The Farmers Elvtr. Co. is making some extensive improvements, refitting the interior of its elvtr. on the C. H. & D., making it up-to-date in every respect.—J. M. Cain, mgr.

Vanlue, O.—H. B. Tippin has sold his elvtr. to the Farmers Elvtr. & Supply Co., a new company which took charge July 1, with J. J. Herman as mgr.—McManness Mlg. & Grain Co., Findlay.

Rosewood, O.—The Rosewood Grain Co. had a new wall placed under the west side of the warehouse. Other improvements about the building will be made and the road from the elvtr. will be repaired.

Medina, O.—The Farmers Exchange Co. is building an elvtr. and feed mill to replace the plant, which burned last winter. A Hall Signaling Grain Distributor will be installed.—C. W. Carlton, Chipewa Lake.

Ostrander, O.—We will install a new engine and corn sheller. A feed grinder and new cleaner have been installed. C. D. Colburn, of our firm, sold out this year to H. F. Vallance, the firm name continuing the same.—Ostrander Elvtr. Co.

Weston, O.—The Rural Grain Co. contemplates installing a new leg and electric motors to take the place of steam. Edward Baldwin has sold his old elvtr., known as the stock yards elvtr., to J. L. Underwood, who handles live stock in connection.—John V. Dirk.

Ansonia, O.—The elvtr. owned by J. W. Houserman, of Greenwich, and leased by C. W. Harmony, burned to the ground June 20, at 11 p. m., together with 3,000 bus. of grain which Mr. Harmony had stored in the elvtr. I do not think it will be rebuilt.—J. W. Hufnagle, general mgr. Ansonia Grain Co.

Fostoria, O.—The capacity of our elvtr. will be 200,000 bus. when the 8 concrete storage tanks, for which we let contract to the Burrell Engineering & Construction Co. are completed Aug. 10. J. I. Lindower is now mgr. of the Farmers Exchange Co.—G. D. Jones, mgr. Fostoria Grain Co.

Findlay, O.—The Hancock County Farmers Ass'n took over its recently acquired elvtr. on July 1, with Glen Roberts as mgr.—McManness Mlg. & Grain Co.

Spencer, O.—We now own and operate the 2 elvtrs. at this station. Our firm is composed of J. H. Ingraham, John Sharp and Wm. Wolf.—J. H. Ingraham & Co.

St. Paris, O.—C. M. Duncan, formerly of Duncan & Son, will erect a small elvtr. on his father's farm, 2 miles north of this city, and 2 miles south of Rosewood, on the D. T. & I. R. R. He will operate in connection a coal yard and general merchandise store.

Fremont, O.—Work will be started at once on our new 25,000-bu. elvtr., for which we let contract to L. C. Ewing & Son. It will be equipped with up-to-date machinery and, in addition to our present elvtr., will give us a total storage capacity of 38,000 bus.—M. J. Wolfe, mgr. People's Elvtr. & Supply Co.

Caledonia, O.—Day & Williams and J. A. Resler are the only grain dealers operating elvtrs. at this station. Each firm has its money invested in about a 20,000-bu. elvtr., and is well equipped to handle all the grain marketed at this station, so there is no excuse in any scoopers attempting to get in on the business.

Cleveland, O.—The Gates Elvtr. Co. on June 22 made an offer to the county commissioners to rent county land near the Brooklyn-Brighton Bridge, which has been occupied by the company. This offer must be approved by the Parma-Brooklyn-Royalton Civic Ass'n, which received a promise 2 years ago from commissioners that the elvtr. would be torn down when the new bridge was completed.

Mechanicsburg, O.—We are installing new dumps to take care of grain from wagon boxes. This community has always handled the bulk of the grain in bags, but this year all the dealers at this point and all adjacent territory, have discontinued the loaning of grain bags to the farmer, which has caused a great many farmers to supply themselves with wagon boxes, in which they will now deliver their grain.—H. M. Brown Grain Co.

Lima, O.—A number of grain dealers attended the picnic held under the auspices of the Northwest Grain Dealers Ass'n. A resolution was adopted asking the State Board of Agriculture to pay more attention in its lecture system to grain problems. An appeal was made to the dealers in those parts of the state where the loaning of grain sacks continues to be the practice to abandon that custom. An automobile ride thru the city, followed by the inspection of the State Hospital, concluded the day's entertainment.

Lima, O.—T. P. Riddle is a candidate for the Democratic nomination for Congress from the 4th Ohio District, which consists of Allen, Auglaize, Darke, Mercer, Miami and Shelby Counties. Tuesday, Aug. 8, will decide the matter. The Democratic nomination in this district is equivalent to election; for this is a strong Democratic district. He is depending upon his grain dealer friends for considerable help. Mr. Riddle will stand for the mutual interests of grain dealers and grain producers.

CINCINNATI LETTER.

About 200 members of the grain trade marched in the Preparedness Parade on June 24.

The Mutual Commission Co. has been admitted to membership in the Chamber of Commerce.—Wm. C. Culkins, supt.

The Ellis-Fleming-Brown Co., incorporated about a year ago, was dissolved July 1 by mutual agreement and will again operate as Ellis & Fleming.

A com'te composed of H. E. Richter, Ed. A. Smith and H. M. Brouse, has been appointed by Edward A. Fitzgerald, pres. of the Grain & Hay Exchange, to draft new rules and regulations for the exchange. The following com'te has been appointed to investigate the breaking of seals on cars and accompanying thefts of grain: C. S. Custer, John G. Walker and Frank J. Currus.

OKLAHOMA

May, Okla.—A farmers elvtr. company is being organized.

Altus, Okla.—Thieves took \$20 from the safe in the elvtr. of the Leger Mill Co.

Longdale, Okla.—The elvtr. of the Gabbert Grain Co. is rapidly nearing completion.

Hopeton, Okla.—G. S. Percival is our agt. at this station.—Randels & Grubb Grain Co.

Muskogee, Okla.—The Davidson Mill & Elvtr. Co. contemplates the erection of a large alfalfa mill.

Roosevelt, Okla.—The warehouse of the Hobart Mill & Elvtr. Co. was destroyed in a recent storm.

Forgan, Okla.—Improvements are now being made on the elvtr. of the R. H. Drennan Grain Co.

Delaware, Okla.—The elvtr. of Isaac Schimerhorn, which was destroyed by fire last spring, is being rebuilt.

Mounds, Okla.—I have bot the elvtr. and mill of the Oswego Seed & Grain Co. here.—R. L. Barton, former agt.

Frederick, Okla.—O. B. Winsor is erecting an addition to his elvtr. on the Frisco and installing new machinery in it.

Ft. Cobb, Okla.—The elvtr. of W. T. Ward burned June 22 about 1 a. m., together with about 500 bus. of corn.

Beaver, Okla.—I am the new mgr. of the Beaver Equity Exchange, which will either buy or build an elvtr.—E. P. Brown.

Davidson, Okla.—Repairs are being made preparatory to opening the Houston Elvtr., which was closed for several years.

Rusk sta. (Fairview p. o.), Okla.—We have installed a Van Ness Manlift in our elvtr.—W. L. Lackamp, agt. Cox-Henry Grain Co.

Cherokee, Okla.—The Alfalfa Meal & Mfg. Co. has its plant equipped to handle wheat this year as well as hay.—F. A. Hague, mgr.

Burlington, Okla.—Henry Walrich is now agt. for the Randels & Grubb Grain Co., succeeding A. M. Haynes, who is now at Wichita, Kan.

Forgan, Okla.—L. Hopkins has succeeded me as mgr. of the Forgan Equity Exchange.—E. P. Brown, mgr. Beaver Equity Exchange, Beaver.

Aline, Okla.—The Sheppard Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, J. M. Sheppard, O. F. Sheppard and J. T. Russell.

Sentinel, Okla.—W. H. Titus, prop. of the Orient Elvtr. has installed a new gasoline engine, repaired his mill and added a new room to his elvtr.

Frederick, Okla.—A. H. Hill and C. L. Whitelock, operating as the A. H. Hill Grain Co., dissolved partnership on June 20 by mutual agreement.

Enid, Okla.—F. A. Miller is now in charge of the elvtr. of the Enid Mill & Elvtr. Co. The company is using natural gas for power at its plant.

Manchester, Okla.—The Deer Creek Elvtr. Co. has put the elvtr. in first class condition. The scales have been rebuilt and new framework put in.

Jet, Okla.—B. Overton is now managing the elvtr. of S. R. Overton & Sons, in which he owns an interest. The headquarters of the firm are at Wichita.

Lockridge, Okla.—The Lockridge Grain & Lumber Co., incorporated; capital stock, \$10,000; incorporators, S. W. Hogan, J. B. Plum and N. M. Hogan, all of Cashion.

Vinita, Okla.—C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, conducted a meeting July 1 in this city, of grain dealers and shippers of the east part of the state.

Okemah, Okla.—The Okemah Grain Co. incorporated; capital stock, \$10,000; incorporators, S. W. Hogan, Cashion; E. W. Sibley, Okemah, and J. E. Clift, of Prague.

Aline, Okla.—The Home Builders Shipping Ass'n has bot the elvtr. of J. W. Grimm & Son, located on the Rock Island. J. W. Grimm will be retained as mgr. and grain buyer.

Ingersoll, Okla.—I have been employed to manage the elvtr., which the Farmers Union Ass'n took over from Blue Bros. It is now being remodeled ready for business.—George F. Miller.

Holdenville, Okla.—James E. and Frank Moore have formed a partnership, under the name of the Holdenville Mill & Elvtr. Co., and will buy and sell grain and hay and manufacture millfeed.

Oklahoma City, Okla.—All the rooms on the 6th floor of the Grain Exchange Bldg. are now occupied by grain men and the 5th floor is being fitted up in response to the demand for more room.

Blackwell, Okla.—A 15,000-bu. wooden elvtr. is being erected by the Blackwell Mfg. & Elvtr. Co. at a station on the Frisco, between this city and Peckham. The Lehrack Contracting & Engineering Co. has the contract.

Alva, Okla.—We have recently purchased the elvtr. and entire equipment of the Farmers Federation of Alva and expect to continue the business under the name of the Farmers Federation, owned and managed by J. A. Eaton and C. H. Oringderff.—Eaton-Oringderff Grain Co.

OREGON

Emerson's sta. (Wrentham p. o.), Ore.—The Standard Hallow Elvtr. Co. contemplates putting in an elvtr. at once. It has a warehouse now, owned by Emerson Bros.—X.

Portland, Ore.—Thomas Kerr has severed his connection with Kerr, Gifford & Co. The employees of the firm presented him with a handsome gold watch in appreciation of the courtesies extended to them, by him at all times.

PENNSYLVANIA

New Castle, Pa.—The Hamilton Co. has succeeded C. T. Hamilton, wholesale grain dealer.

Philadelphia, Pa.—Harry K. Cummings, who was pres. of the Commercial Exchange in 1883, died recently in California.

SOUTH DAKOTA

Roslyn, S. D.—The Farmers Elvtr. Co. will purchase a local elvtr.

Kampeska, S. D.—The elvtr. of the Farmers Elvtr. Co. is closed.

Bath, S. D.—Emil Nelson is the new mgr. of the Bath Equity Exchange.

Burch, S. D.—F. McGovern has been retained as mgr. of the Farmers Elvtr. Co.

Britton, S. D.—Wm. Roberts has been retained as mgr. of the Farmers Elvtr. Co.

Dimock, S. D.—The elvtr. of the A. A. Truax Grain Co. was sold at auction on June 17.

Wetonka, S. D.—W. C. Kagel has been appointed mgr. of the Wetonka Equity Exchange.

White Lake, S. D.—A new scale has been installed in the elvtr. of the Farmers Elvtr. Co.

Dempster, S. D.—Henry Swantz has been retained as mgr. of the Co-operative Grain Co.

Columbia, S. D.—F. W. Atkins has purchased the 30,000-bu. elvtr. of G. W. Van Dusen & Co.

Parker, S. D.—Work has been started on the elvtr. which John C. Mueller is erecting on his farm.

Brookings, S. D.—Elmer H. Sexauer, of Geo. P. Sexauer & Son, was married June 28 to Miss Cecile Welch.

Beresford, S. D.—R. E. Mangan has bot the elvtr. of J. J. Mullaney and will retain Peter Riley in charge.

Tacoma Park, S. D.—The Farmers Equity Union has been organized to build an elvtr. on the Great Northern.

Wessington Springs, S. D.—J. L. Sedgwick has succeeded J. H. Creighton as mgr. of the Farmers Elvtr. Co.

Osceola, S. D.—C. Estergard is pres. and Peter Le Claire, sec'y, of the Farmers Elvtr. Co., recently organized.

Orient, S. D.—The recently incorporated Rea Valley Farmers Ass'n has purchased the elvtr. of Potter, Garrick & Potter.

Claremont, S. D.—An elvtr. will be erected by the Farmers Equity Union, which has been organized at this station.

James, S. D.—James Grain Co., incorporated; capital stock, \$10,000; incorporators, J. C. Graver, E. O. Potter and H. E. Ferrie.

Karlinsville, S. D.—An elvtr. is being erected at this new station, which is near Turner. The Milwaukee is now putting in a sidetrack.

Loyalton, S. D.—The Equity Union Exchange incorporated; capital stock, \$10,000; incorporators, Thos. Malone, John Stark and others.

Java, S. D.—The Java Grain Co., incorporated; capital stock, \$10,000; incorporators, S. L. Potter, E. O. Potter and Martin Gehrkl, Jr.

Canova, S. D.—The Canova Elvtr. Co., incorporated; capital stock, \$15,000; incorporators, J. E. Johnson, J. H. Aschwartz and M. J. Duxbury.

Melgaard Park (no p. o.), S. D.—An elvtr. will be erected by the Farmers Equity Union at a cost of \$15,000. The old elvtr. will be wrecked.

Miller, S. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. and coal business of G. W. Van Dusen & Co. and will take charge Aug. 1.

Coleman, S. D.—R. J. McGowan, formerly mgr. of the Farmers Elvtr. Co. at Delmar, on July 1 took charge of the elvtr. of the Farmers Elvtr. Co. here.

Hazel, S. D.—Chas. E. Erickson, formerly buyer for the Eagle Roller Mills at Rockham, has succeeded H. M. McNamara as mgr. of the Farmers Elvtr. Co. here.

Broadland, S. D.—The recently organized Farmers Elvtr. Co. will buy the elvtr. of the Atlas Elvtr. Co. and start business about Aug. 1. A. J. Staffacher is pres. of the company.

Watertown, S. D.—The Farmers Land, Loan & Grain Co. has been incorporated with F. J. Schultz, Wm. Schultz, of this city, and F. H. Kluckman, of Webster, as incorporators.

Aberdeen, S. D.—Farmers Terminal Grain Co., incorporated; capital stock, \$100,000; incorporators, W. J. Face, Stratford, C. H. Cummings, Bath, and F. J. Ulrich of this city.

Gary, S. D.—The old elvtr. of the Marshall Mfg. Co. has been purchased by the Farmers Elvtr. Co., which will use it in connection with its other elvtr. J. R. Kenyon has been retained as mgr. of the company.

SOUTHEAST

Marianna, Fla.—W. L. Brandon & Son, grain dealers of Ft. Lauderdale, have started the erection of an elvtr.

Palatka, Fla.—The Vertrees Co. has been incorporated to handle grain, feed, hay, etc. C. C. Hudson recently bot an interest in this company.

Norfolk, Va.—Report states that the Norfolk & Western R. R. is preparing plans for the erection of an elvtr., to cost \$1,000,000, on property adjacent to its extensive terminals.

Charlotte, N. C.—The Interstate Mfg. Co. has invested approximately \$100,000 in a 65,000-bu. elvtr., 500-bbl. flour mill and corn meal plant, of 1,000 bus. daily capacity.

Roanoke, Va.—J. W. Kling and other members of the Modern Mills, of Johnson City, Tenn., have purchased a site and will build a 1,000-bbl. mill and elvtr. The buildings will be of brick, steel and concrete, electrically equipped thruout, and will have railroad facilities on both the Norfolk & Western and the Virginia roads.

Lynchburg, Va.—The following grain men have been called to the colors: Lieut. E. G. Butts, of the Piedmont Mills; Capt. J. T. Moon, of the Davis-Moon Co., and D. T. Jennings, of T. A. Jennings & Sons.

Richmond, Va.—The following officers and directors of the Richmond Grain Exchange, for the coming year, were elected June 26 at the annual meeting: Pres., George D. Mayo; vice-pres., W. C. Todd. Directors: W. F. Richardson, Jr., R. L. Chennery, C. W. Wingfield, W. H. Brown, W. D. Saunders, J. R. Cary, S. T. Beveridge, T. C. Williamson and John F. Jacob.

TENNESSEE

Memphis, Tenn.—The Pittman & Harrison Co., of Sherman, Tex., has been admitted to membership in the Merchants Exchange.

Union City, Tenn.—The Dahnke-Walker Mlg. Co. has purchased the property of the Union City Elvtr. Co., including the large Hardy Elvtr.

TEXAS

Edinburg, Tex.—Clayton Dumont is the new mgr. of the Edinburg Grain & Mlg. Co.

Jacksboro, Tex.—The Jacksboro Mill & Elvtr. Co. contemplates enlarging its plant.

Zephyr, Tex.—T. I. Evans and McAlister Bros. have formed a partnership for the purpose of buying grain.

Salona, Tex.—The Salona Mill & Elvtr. Co., of which B. L. Smith is mgr., sustained a loss of about \$55,000, when its plant burned.

Pampa, Tex.—The elvtr. of the Alva Roller Mills burned June 28. The loss on the building, which was empty, is partly covered by insurance.

Valley Falls, Tex.—The Sleeper Mlg. & Grain Co., incorporated; capital stock, \$15,000; incorporators, T. M. Sleeper, I. L. Sleeper and W. M. Sleeper.

Denton, Tex.—J. S. Whaley, of Gainesville, and E. G. Rall, of Ft. Worth, have reopened the elvtr. and mill, which they took over from the defunct Alliance Mlg. Co.

Clifton, Tex.—The Clifton Mill & Elvtr. Co. is rebuilding 2 of its galvanized storage tanks, with new foundations and conduits. Four new monolithic reinforced concrete grain tanks, of 10,000 bus. capacity each, are being erected. This will give the company a total grain storage capacity of 100,000 bus.

Membership in the Texas Grain Dealers Ass'n has been granted to Thompson, Wilson & Co., Ft. Worth. Application for membership has been made by the Dustin Grain Co., Dustin, Okla., Le Tulle Mercantile Co., Bay City Tex., and for the transfer of the membership of the J. C. Cowan Grain Co. to the W. C. Cowan Grain Co., Tulia, Tex.

WASHINGTON

Creston, Wash.—The Farmers Grain Co. is making extensive improvements in its elvtr.

Uniontown, Wash.—The Union Warehouse Co., Ltd., is building an up-to-date elvtr. at this place.

Leon, Wash.—Work has been started on the erection of an up-to-date elvtr. by the Union Warehouse Co., Ltd.

Seattle, Wash.—The Minnesota system for grading wheat for smut became effective in this state, on July 1, as to Montana and Dakota wheat entering Washington.

Seattle, Wash.—The construction of 30 concrete grain storage tanks has been started by the Fisher Flouring Mill Co. They will be 80 ft. high and 18 ft. in diameter and will be erected at a cost of \$60,000.

Tacoma, Wash.—The suit by C. C. McKenna, formerly deputy grain inspector, to recover \$20,000 damages of Chief Grain Inspector R. D. Jarboe for alleged defamation of character, has been dismissed by the court on the ground the cause for action was insufficient. No malice was shown. McKenna's attorney charged that Jarboe had attempted to blacken McKenna's character by discharging him, and then by writing the letters complained of, alleging that Jarboe feared an investigation of his system of allowing warehousemen instead of state employees to weigh the wheat shipped by farmers to the warehouses, a situation the attorney said was caused by the grain inspector's effort to gain a reputation for economy by reducing his force of deputies.

WISCONSIN

Kiel, Wis.—The Kiel Roller Mills have succeeded the Kiel Grain & Mlg. Co.

Osseo, Wis.—An elvtr. will be erected by the Farmers Elvtr. Co. to take care of this year's crop.

Fond du Lac, Wis.—The Helmer Mlg. Co., operating an elvtr. here, has opened new general offices.

Thorp, Wis.—Mr. Nielson, of Withee, and Mr. Hughes, of New Richmond, have bot the elvtr. of E. J. Crane, of Owen.

Wild Rose, Wis.—The erection of an elvtr. at this town is being considered by the Durham Lumber Co., of Wautoma.

Appleton, Wis.—Report states that James Ritchie, of Winona, Minn., will be associated with the elvtr. of the Western Elvtr. Co. at this point.

Superior, Wis.—The Duluth-Superior Mlg. Co. is building 8 reinforced concrete grain tanks, of 250,000 bus. capacity, at the Daisy Mill. They will be ready for use after the new crop is harvested.

Kaukauna, Wis.—The Kaukauna Elvtr. & Produce Co. has purchased the Marshall & Hammell Elvtr. from Julius J. Martens, who will act as business mgr. temporarily, the company having consolidated its operations in the new purchase. The name will be changed to the Outagamie Elvtr. The equipment and stock in the company's old elvtr. is being moved to the Martens Mill.

MILWAUKEE LETTER.

D. S. Dick is no longer traveling thru Iowa for Johnstone & Templeton.

W. E. Schroeder has succeeded Frank S. Frost as Milwaukee mgr. for E. W. Wagner & Co.

Lyman G. Bournique, of the newly formed Taylor & Bournique Co., has applied for membership in the Chamber of Commerce.

The memberships in the Chamber of Commerce of Edward B. Barber, A. F. Brenner and A. E. Martin have been transferred during June.

Lamson Bros. & Co. and E. W. Wagner & Co. have been granted permission to install private telegraph wires upon the trading floor of the Chamber of Commerce.

The firm of W. M. Bell & Co. has incorporated under the name of the W. M. Bell Co. W. M. Bell is pres., W. A. Hottensen, vice-pres. and treas., and Robert G. Bell, sec'y.

The Dodge-Hooker Mills Co. has taken over the Cereal Mills Co., H. E. McEachron Mills and the Northern Mlg. Co. Chas. Dodge is pres., C. H. Hooker, vice-pres., W. E. Dodge, treas., and C. G. Hooker, sec'y of the new company.

The Updike Grain Co., of Omaha, Neb., has leased the new 1,500,000-bu. Kinnickinnic Elvtr., built by the Chicago & Northwestern Ry. and will open it for operation on Sept. 1. The capacity of the elvtr. will be increased next year to 2,500,000 bus.

The Chamber of Commerce is making preparations to take part in the Preparedness Day Parade on July 15. Com'ites have been appointed for the purpose of encouraging members to participate and it is expected that a large turn-out will be the result.

Sim Fernandes with Perrine & Co.

Sim Fernandes, who has become well known to the grain dealers of Southern and Central Illinois during the past 13 years, and who has recently been admitted to membership in the Board of Trade at Chicago, has now become a member of the firm of W. H. Perrine & Co.

At Virginia, Ill., Mr. Fernandes first became connected with the grain trade, later joining A. J. Jones of Jacksonville. When the E. B. Conover Grain Co. was organized in the spring of 1913 Mr. Fernandes was included and took an active part in conducting the business, the company operating grain offices at 6 cities in the state as correspondents for W. H. Perrine & Co. On May 1 Mr. Fernandes disposed of his interest in the firm to the other members to join Perrine & Co., whose business has been growing, both in cash grain and futures, their more recent operation of private wires having proved a marked success. The addition of Mr. Fernandes, whose portrait is reproduced herewith, will materially strengthen the firm and increase their already enviable reputation for most efficient service in all departments.

THE SUGGESTION made by Edward P. Smith, general counsel for the Council of Grain Exchange of North America, of Omaha, Neb., as to the giving of a clean order bill for bulk freight when weighed on private scales by shipper was embodied in an amendment to the Pomereene B/L Bill when it was favorably reported out of the House Com'ite on June 21 by a practically unanimous vote of the com'ite.



Moffett Photo.

Sim Fernandes, Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

Great Nor. in Sup. 20 to 24847 quotes rates on grain between Ia., Minn., S. D., Wis. and North Dakota stations, effective June 20.

B. & O. in Sup. 7 to 14184 quotes rates on grain and grain products from stations in Ohio to C. F. A. and Ontario points, effective July 15.

Erie in Sup. 5 to 167-A quotes rates on grain, grain products and by-products between its stations and stations on the Chi. & E., effective July 15.

Erie in Sup. 8 to 178-B quotes rates on grain, grain products and by-products from its stations; to points in New England and Canada, effective July 15.

B. & O. S. W. in Sup. 2 to 2335-C quotes rates on grain and grain products from Illinois River landings, Havana to Naples; to eastern cities, effective July 28.

B. & O. S. W. in Sup. 1 to 2402-C quotes rates on grain and grain products from Ohio and Wabash Rivers landings; to stations in Ind., Md., O., Pa. and W. Va., effective July 28.

C. B. & Q. Sup. No. 52 to 4200-A gives joint freight rates on classes and commodities between stations on the C. B. & Q. Ry., and stations on Inter-Urban Ry., effective Aug. 1.

C. B. & Q. Sup. No. 42 to 5100-B gives joint freight rates on classes and commodities between stations on the C. B. & Q. Ry., etc., and stations on the Ft. D. D. M. & S. Ry., effective Aug. 1.

C. G. W. Tariff No. 60-B gives rates on rye, carloads, from stations in Minn. to Cincinnati, O., Evansville, Ind., Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind., effective Aug. 1.

C. G. W. Sup. No. 49 to 14854 gives local, joint and proportional freight rates on grain products, carloads, from Minneapolis, Minn., Transfer, St. Paul and So. St. Paul to stations on the C. G. W. Ry., effective Aug. 1.

C. G. W. Sup. No. 4 to 20-A gives joint and proportional freight rates applying on corn, oats, rye and barley, in carloads, from stations in Ia., Minn., and Mo. on C. G. W. Ry. to Texarkana, Ark.-Tex., effective Aug. 1.

C. G. W. Sup. No. 23 to 14595 gives joint freight rates applying on commodities between Chicago, Ill., and stations on the C. G. W. Ry. and Hanover Ry. in Ill., and stations on the Wabash Ry. in Ia., and Mo., effective Aug. 1.

C. G. W. Sup. No. 22 to 15159 gives local, joint and proportional rates on grain products and seeds, carloads and articles taking same rates from stations on C. G. W. Ry., and connections to E. Dubuque, Ill.; also Keithsburg, Ill., effective Aug. 1.

C. B. & Q. Sup. No. 15 to 1346-E gives local, joint and proportional freight rates on grain and grain products, carloads, between Chicago, Peoria, Quincy, E. St. Louis, etc., and stations on the C. B. & Q. Ry., in Ill., etc., taking effect July 15.

C. G. W. Sup. No. 3 to 84-D gives joint proportional freight rates applying on grain and flaxseed, carloads, from Minneapolis, Minn., Transfer, St. Paul, So. St. Paul and Winona, Minn., to points in Ill., Ind., Ky., Mich., N. Y., O., and Pa., effective Aug. 1.

C. R. I. & P. Tariff No. 29329-B gives local, joint and proportional rates on grain, grain products and seeds, carloads, between certain stations in Kansas, Nebraska and Missouri and stations in Ill., Ind., Ia., Minn., Mo., So. Dak. and Wis., effective Aug. 1.

C. B. & Q. Sup. No. 4 to C. B. & Q. 10688-A and S. N. W. 1, is a joint and proportional freight tariff naming class and commodity rates between stations on the Shelby County Ry., and Shelby North-western Ry., and stations on the C. B. & Q. Ry., taking effect July 10.

C. G. W. Sup. No. 22 to 15084 gives joint and proportional freight tariff applying on classes and commodities between Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., St. Joseph, Mo., and stations taking same rates, and stations on the C. G. W. Ry., effective Aug. 1.

C. G. W. Sup. No. 24 to 97-B gives local, joint and proportional freight rates on grain, grain products and seeds, carloads, between Minneapolis, St. Paul, Minn., Transfer and So. St. Paul, Minn., and stations on the C. G. W. Ry., and connecting lines effective Aug. 1.

C. B. & Q. Sup. No. 11 to 849-E gives joint freight rates on grain and grain products, carloads, from stations on the C. B. & Q. Ry. in Ill., Ia., and Mo., in connection with participating carriers to Atlantic seaboard, interior points and eastern Canadian points, effective July 15.

C. G. W. Sup. No. 44 to 36-A gives local, joint and proportional freight rates on grain, grain products, flaxseed and millet seed, carloads, between Chicago and stations in Ill. and Ind., and stations on C. G. W. Ry., and connections in Ill., Ia., Kan., Minn., Mo. and Neb., effective Aug. 1.

C. G. W. Sup. No. 19 to 22-A in connection with other railroads gives joint and proportional freight rates applying on grain, grain products, flax and millet seed, in carloads, between stations on the C. G. W. Ry. in Ia., Kan., Minn., Mo., and Neb., and Milwaukee, Wis., effective Aug. 1.

C. B. & Q. Sup. No. 71 to C. B. & Q. 3200-B and Q. O. & K. C. 1240-A gives local, joint and proportional freight rates on grain, grain products, etc., between Missouri river points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective Aug. 1.

C. G. W. Sup. No. 39 to 14903 gives local, joint and proportional freight rates on grain and flour, in carloads, between Atchison, Kan., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., and St. Joseph, Mo., and stations taking same rates and stations on C. G. W. Ry. and connections, effective Aug. 1.

C. R. I. & P. Sup. No. 36 to 13207-F gives joint proportional rates on grain, grain products and seeds, carloads, from Albright, Neb., Armourdale, Kansas City, Mo., Leavenworth, Kan., Omaha, So. Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich., and Wis., on connecting lines, effective Aug. 1.

C. R. I. & P. Tariff No. 19687-I gives joint and proportional rates on grain, grain products, seeds, hay, broomcorn, from Mo. river stations and other stations in Ill., Ia., Minn., and So. Dak., on the C. R. I. & P., K. & D. M., and M. & I. C. Rys., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective Aug. 1.

C. G. W. Sup. No. 13 to 15,170 gives joint and proportional freight rates on barley, corn, flaxseed, flour, millet seed, oats, rye and wheat, in carloads, between Bloomington, Jacksonville, Peoria, Petersburg, Rock Island, Springfield, Ill., and stations taking same rates as Peoria, Ill., and stations on C. G. W. Ry., and connections, effective Aug. 1.

C. R. I. & P. Sup. No. 40 to 28675-B gives local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads, between Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn., and stations taking same rates; also stations in Colo., Ill., Ia., Kan., Mo., Neb. and Okla., and stations in Colo., Kan., Neb., N. M., Okla., and Texhoma, Tex., effective Aug. 1.

C. G. W. Sup. No. 18 to 14572 gives joint and re-shipping freight rates on wheat, corn and oats, straight carloads, from Kansas City, Kan., Kansas City, Mo., St. Joseph, Mo., Leavenworth, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb. (when originating beyond), to Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind., effective Aug. 1.

C. G. W. Sup. No. 37 to 14889 gives joint and proportional freight rates on cottonseed cake, cottonseed hulls, cottonseed meal, grain and seeds, carloads, between stations on the C. G. W. Ry., C. N. Ry., and W. C. F. & N. Ry., and St. Louis, Mo., and E. St. Louis, Ill., and stations taking same rates; also Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, Ohio, effective Aug. 1.

C. G. W. Sup. No. 42 to 14481 gives local and joint proportional freight rates on grain, grain products and seeds, in carloads from Kansas City, Kan., Kansas City, Mo., St. Joseph, Mo., Leavenworth, Kan., Atchison, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to stations on the C. G. W. Ry., and connections, also to E. Dubuque, Ill., when destined east of the Ill.-Ind. state line, effective Aug. 1.

C. G. W. Sup. No. 13 to 68-C gives joint proportional freight rates applying on grain, grain products, flax and millet seed, carloads, between Minneapolis, Minn., Transfer, St. Paul, So. St. Paul, Red Wing and Winona, Minn., and Chicago, and station on the C. G. W. Ry. and connections in Ill. and Ia., taking same rates, also St. Louis, Mo., E. St. Louis, Peoria, Ill., and other stations in Ill. and Ia., effective Aug. 1.

C. R. I. & P. Sup. No. 20 to 19690-F gives local, joint and proportional rates on grain, grain products, seeds, and broom corn, carloads, from stations in Colo., Kan., Mo., Neb., N. M. and Okla., also Council Bluffs, Ia. to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo.; also on corn and articles taking same rates from Memphis, Tenn., to stations in Okla., effective Aug. 1.

C. R. I. & P. Tariff No. 10389-D gives local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., E. St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Minn., Mo., and So. Dak., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan.; also on grain and grain products, carloads, from stations in Ia., Minn., and So. Dak., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southwestern and Carolina territories, effective Aug. 1.

C. B. & Q. Sup. No. 21 to 1362-I gives local, joint and proportional freight rates on grain, grain products and seeds, carloads, and articles taking same rates, between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations taking same rates, and stations in Ill., Ind., Ky., West Bank Mississippi River points (Dubuque, Ia., to St. Louis, Mo., inc.), also Green Bay, Kewaunee, Wis., etc., also to points east of the Illinois-Indiana state line or south of the Ohio river, effective Aug. 1.

C. B. & Q. Sup. No. 36 to C. B. & Q. 4000-B and Q. O. & K. C. 1244-A gives local, joint and proportional freight rates on grain, grain products and seeds, and articles taking same rates, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations taking same rates, and stations in Iowa and Missouri (except Missouri river crossings); also from stations in Iowa and Missouri (except Missouri river crossings) to Brookport, Ill., Metropolis, Ill., Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, etc., effective Aug. 1.

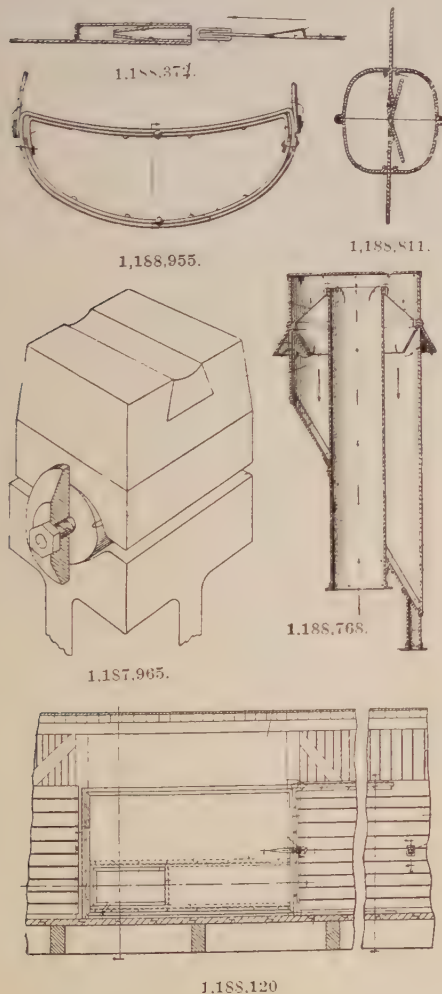
THE ARBITRATION COM'ITE of the Grain Dealers National Ass'n met June 29 at the Hotel Brevoort, Chicago, and disposed of 8 cases.

Patents Granted

1,188,955. Bag Holder. (See cut.) Daniel P. Leonard, Philadelphia, Pa. An outer frame has clamping members hinged to its inner side, one arranged to fit within and to co-operate with the front portion and the other with the back portion of the frame, each clamping a section of the bag, the adjacent ends of the clamping members being in close relation so that substantially the entire mouth of the bag will be supported.

1,188,120. Grain Door. (See cut.) William Walker, Sedalia, Mo. A grain door of sheet metal has its center portion pressed to a dished configuration with the dished part projecting into the interior of the car and with the marginal portion surrounding the central dished portion forming flanges, which are received in guiding means arranged on the inside of the car adjacent the opening. In these guiding means the door may be slid back and forth across the opening.

1,188,811. Self-Locking Seal. (See cut.) John P. Mosel, Bridgeport, Conn. A casing or shell is formed of two cup like sections, each section having an opening with inwardly extending lips formed along opposite sides of the openings, which align when the sections are secured together. A strap has its ends laterally interlocked and disposed within the casing and arranged by lateral deflection to securely lock the strap ends within the casing, the strap being reversible with respect to the lips.



1,188,372. Seal. (See cut.) Raymond Henry June, Chicago, Ill. A single strip of sheet metal is bent at one end to provide a housing and a closure for the inner end of this housing. Locking tongues converge inwardly from the outer end of the housing, the other end of the strip being bent upon itself to provide locking lugs on each side adapted to engage the closure and the inner ends of the locking tongues.

1,187,965. Scale Bearing. (See cut.) John H. A. Bousfield, St. Johnsbury, Vt. On a supporting stand is a bearing block which has a hardened section at the top, and a segmental cylindrical groove in the bottom transverse to the axis. A cylindrical roll engages the groove in the block, and a complimentary groove in the upper portion of the stand. Flanges are detachably secured to the ends of this roll overlapping the ends of the block and stand, and holding the same from relative lateral displacement while permitting a limited rocking movement.

1,188,768. Dust Collector. (See cut.) Herman Hermansen, Baybridge, O. A flue, thru which a dust laden air or gas is adapted to travel has a cylindrical casing surrounding the upper end, which has a closed top and bottom, which is steeply inclined and has at its lower end a dust outlet. The wall of this casing has a plurality of circumferentially spaced air or gas outlets disposed below the upper end of the flue. A baffle plate is secured to the upper edge of the casing, inclining downwardly and inwardly and terminating in or below the plane of the lower edges of the air outlets, serving to cause the air or gas to travel downwardly and then laterally. This downward travel imparts momentum to the particles of dust which acts with gravity to separate them from the draft in which they have been carried.

Flour Mill and Gristmill Census.

The census for 1914, just issued by the Census Bureau of the U. S. Department of Commerce, shows an increase in the consumption of wheat and rye for the year 1914 over that of 1909. The number of bushels of oats ground remained stationary, while in the case of other grains, the figures show a decline.

The materials consumed during the year 1914 are reported as follows: Wheat, 543,970,038 bus., an increase of 9.6% over the year 1909, and 12,748,135 bus. of rye, or an increase for that product of 10.8%; corn, 180,115,704 bus., a decrease of 13.9%; buckwheat, 5,478,045 bus., a decrease of 23.4%; barley, 20,288,396 bus., a 17.2% decrease; oats, 50,227,050, stationary; other grains, 4,277,854 bus., or a 39.5% decrease. There were 87,884 tons of alfalfa and 121,965 tons of other material ground also, for which no 1909 figures are given. The products include 125,622,189 lbs. of buckwheat for 1914, compared with 176,081,891 lbs. in 1909; corn meal and corn flour, 16,327,993 bbls. in 1914 against 21,552,737 bbls. for the earlier year; 4,648,930 tons of bran and middlings in 1914, compared with 4,104,042 in 1909, and 4,753,280 tons of feed and offal in 1914 as against 5,132,369 tons in 1909.

The number of establishments in 1914 in the United States had decreased 7.7% since 1909, to 10,787. The decrease in number of establishments is due largely to the tendency toward concentration in the industry, as a result of which many small mills which had been in operation in 1909 were out of business in 1914. Another cause is found in the fact that a considerable number of grain elevators have given up the milling branch of their business since 1909.

Damp Harvests

Late Corn

are saved and
improved by
use of the

HESS Grain Driers AND HESS Outdoor Conditioners

They save
money and
make money for
their owners

Ask for full description

**Hess Warming &
Ventilating Co.**
907 Tacoma Building
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Brown-Duvel Moisture Testers also

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Weighs 2½ lbs. Order Form 43. Price \$2.00.

Form 43XX contains 400 pages same as above. Weighs 4½ lbs. Price \$3.50.

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

Supreme Court Decisions

Bs/L.—Where goods were consigned by a straight B/L to a symbol, consisting of certain letters, in care of a bank for the alleged consignee, the symbol, being admitted to be a fictitious designation, will be disregarded in the inquiry as to who was designated as consignee.—*Mayer v. Sou. Pac. Co. Municipal Court of New York*. 159 N. Y. Supp. 93.

Measure of Damages to Shipment.—The measure of damages to a shipper of goods damaged by the negligence of a carrier in handling at destination is the difference between the market value, at destination, of the goods in the condition in which they were when shipped and such value in the condition in which they were delivered.—*Greenwald v. N. Y. Cent. & H. R. R. Co. Supreme Court of New York*. 159 N. Y. Supp. 15.

Shipper Entitled to Cheapest Route.—Where a railway company operates two lines of railroad between the same points and the freight rate over one line is less than over the other, if other conditions are reasonably equal, it is the duty of the company to transport shipments between those points over the line which will give the shipper the benefit of the cheaper rate.—*Solum v. Nor. Pac. Ry. Co. Supreme Court of Minnesota*. 157 N. W. 996.

Landlord's Lien.—In a landlord's action against his tenant, and against third parties for the value of cotton grown by the tenant on which the landlord claimed a lien, where it appeared from the contract and from the landlord's letters that the tenant was authorized to sell the cotton purchased by such third parties, they were not guilty of a conversion when they bought and used it.—*Harris v. McGuffey*. Court of Civil Appeals of Texas. 185 S. W. 1024.

Delivery Without Surrender of B/L.—In action against carrier charging delivery without indorsement and delivery of B/L and payment of draft attached, evidence that the goods were delivered to a railroad company, stranger to the B/L, and by it put on side track of drawee of draft, held to show delivery as charged. In such case, the shipper may abandon the shipment and hold the carrier for the price.—*Dyer v. Atlantic Coast Line R. Co. Kansas City Court of Appeals, Missouri*. 186 S. W. 529.

Payment of Freight.—Where defendants, in New York, contracted to buy beans of a firm in Germany, the price being referred to in the contract, which expressly stated that the insurance should be paid by the buyer, as "price at nineteen shillings and six pence per cwt. of 112 lbs., cost and freight at New York," in the absence of proof by experts in the business showing a contrary meaning, such contract provided that the price included the freight.—*Martin v. Sciafani*. Supreme Court of New York. 159 N. Y. Supp. 41.

Commission Merchants.—Where a corporation engaged in the business of a commission merchant misapplies the proceeds of goods sold on consignment, its officers, who knowingly participated in the wrong, are individually liable, and may be sued jointly or severally. The proceeds of goods consigned to a factor or commission merchant to be sold and accounted for may be regarded as a trust fund, to be pursued and recovered in an appropriate action.—*Cone v. United Fruit Growers Ass'n*. Supreme Court of North Carolina. 88 S. E. 860.

Insurance.—Altho a building partially completed was boarded up and vacant for several months before and after being insured so as not to be considered a "builder's risk" at the home office of an insurance company, yet, if the insurance company's local agents in another state insured it as a "builder's risk" and the

parties to the contract so understood it, the company, when sued upon the policy, cannot claim it was not correctly described.—*Dodge v. Grain Shippers Mut. Fire Ins. Ass'n*. Supreme Court of Iowa. 157 N. W. 955.

Contract to Loan Money.—Where a bank breached a contract to loan a grain dealer money with which to pay for corn purchased, and the grain dealer was thereby compelled to make a forced sale of the grain, he was entitled to recover the loss actually suffered by reason of the forced sale, but he was not entitled to recover a profit which he might have made by reason of an advance in the market; such profit being purely speculative.—*Farabee Treadwell Co. v. Union & Planters Bank & Trust Co.* Supreme Court of Tennessee. 186 S. W. 92.

Carrier Can Not Waive Four Months' Notice.—A railroad, the carrier of freight, by accepting and receiving a shipper's claim for loss of the shipment after the four months for making claim stipulated in the written B/L has elapsed, and by declining to pay on other grounds than want of notice, cannot waive the requirement of notice in four months, since such proceeding would violate the federal Interstate Commerce Act, forbidding all devices by which discrimination between shippers may be accomplished.—*Banaka v. Missouri Pac. Ry. Co. Kansas City Court of Appeals, Missouri*. 186 S. W. 7.

Bank Loaning Notify Party the B/L for Inspection of Shipment.—Where a B/L for hay was taken to the order of the consignor, providing for notice of a right of inspection by the buyer without requiring him first to pay the draft accompanying the bill, the rules of the carrier forbidding such an inspection without production of the B/L, a delivery of the bill by the bank to the buyer for the sole purpose of enabling him to exercise his right of inspection was not a breach of duty by the bank, as it did not constitute a transfer of title to the property to the buyer.—*St. Joseph Hay & Feed Co. v. Missouri Pac. Ry. Co. Kansas City Court of Appeals*. 185 S. W. 1162.

Acceptance of Shipment.—Where a railroad company allowed complainants to open a car and take the grain before they had paid the draft attached and received a B/L, but the condition of the grain was not discovered until after it had been removed, the indulgence on the part of the railroad company did not constitute an acceptance by complainants, precluding them from recovering damages because the grain was unmerchantable; it being understood by the railroad company when the grain was removed that complainants would pay the draft, procure the B/L, and satisfy the freight charges.—*D. Rosenbaum's Sons v. Davis & Andrews*. Supreme Court of Mississippi. 71 South. 388.

Intention to Deliver on Future Contract.—Under the statute declaring that every contract for the sale or transfer at any future time of any cotton shall be void, unless it is the bona fide intention of both parties to the agreement that the cotton be actually delivered and accepted, neither the doctrine of equitable estoppel, payment, nor stated account will warrant the enforcement of a contract bad under the statute. In an action to recover the balance due on a transaction relating to the futures in cotton, evidence concerning defendant's intent is material, that being an essential fact in determining whether the defendant was liable.—*Gwathmey v. Burgess*. Supreme Court of South Carolina. 88 S. C. 816.

Valid Limitation of Telegraf Co.'s Liability.—A stipulation, on the back of a regular printed form upon which messages are written, that a telegraf company will not be liable for mistakes or delays in the transmission or delivery of an unrepeatable message beyond the amount received for sending the same, and a further stipulation that the company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing in 90 days after the message is filed with

the company, are as applied to interstate messages valid and binding upon the sendee of such message, and are not affected by section 9, art. 23, Const.—*W. U. Tel. Co. v. Bank of Spencer*. Supreme Court of Oklahoma. 156 Pac. 1175.

Elevator Company Liable for Buying Mortgaged Grain.—A plaintiff makes out a prima facie case in an action for the conversion of grain upon which it holds a chattel mortgage, by showing that its mortgage covers the half interest of the mortgagor in grain grown upon a certain tract of land, that the mortgage was on record, and that all of the grain raised on said land was sold to the elevator company by the tenant and mortgagor, that it was raised on said land by the mortgagor, and that said mortgagor was farming and in possession of the premises, and this without actually introducing in evidence the lease, if any, under which the tenant held.—*Chaffee Bros. Co. v. Powers Elevator Co.* Supreme Court of North Dakota. 157 N. W. 689.

Connecting Carriers.—A terminal carrier is not relieved from liability for misdelivering an interstate shipment by the provisions of the Carmack amendment of June 29, 1906 (34 Stat. at L. 593, chap. 3591), to the act of Feb. 4, 1887 (24 Stat. at L. 379, chap. 104, Comp. Stat. 1913, § 8592), § 20, making the initial carrier liable for loss or damage occurring anywhere en route, with a remedy over against the carrier at fault, but the B/L which the initial carrier under that statute must issue governs the entire transportation, and thus fixes the obligations of all participating carriers to the extent that the terms of the B/L are applicable and valid.—*G. F. & A. Ry. Co. v. Blish Milling Co.* Supreme Court of the United States. 36 Sup. Ct. Rep. 541.

Arbitration.—Where pursuant to the terms of insurance contracts two appraisers and an umpire were chosen and made an award as to the sound value of the property, which one of the appraisers signed without giving his consideration to or exercising his judgment on the subject, because he was told that the appraisal of the sound value of the property was a mere matter of form, the award was invalid, since if, through fraud, accident, or mistake, an award does not embody the real judgment of the parties who return it, because there has been no consideration or attempt at consideration, it is not their award, nor a compliance with the requirements of the agreement of submission.—*Collins Carriage Co. v. German-American Ins. Co.* Court of Chancery of New Jersey. 97 Atl. 726.

Priority of Crop Mortgage.—Defendant, who gave a bond to convey a tract of land, and who at the same time and to secure payment of part of the purchase money notes took a mortgage on certain bales of cotton which the purchaser expected to grow on the land during certain years, was not a vendor of the crops to be grown on the land, but a vendor of land alone, and the indebtedness was for the purchase money, and not for the crops the purchaser contemplated growing thereon. In such case the plaintiffs who had taken mortgage of the crops which the purchasers expected to grow on the land, which were recorded prior to the vendor's mortgage, had a prior lien.—*Caldwell, Hughes & Patterson v. Yarbrough*. Court of Civil Appeals of Texas. 186 S. W. 350.

Void Limitations of Telegraph Co.'s Liability on Interstate Message.—The rule of law sustaining the violation provision in contracts for the transportation of property by a common carrier can have no proper application to contracts attempting to limit the liability of a telegraf company, by an agreement fixing a "value" to the message, for the message has and can have no ascertainable value, and for that reason there is no fair basis, as in the case of property for transportation by a common carrier, the value of which may be readily ascertained, upon which the agreement may rest. Such

an agreement as to a telegraph message is a violation of section 6256 and 6259, G. S. 1913, and void, even though the effect thereof be not a total exemption from liability.—Tredway v. W. U. Tel. Co. Supreme Court of Minnesota. 158 N. W.

Quotations the Property of the Exchange.—A stock exchange has an absolute property right in the quotations collected and compiled by it. Where the right to market quotations is purchased by a telegraph company from a stock exchange, subject to approval by the exchange of applicants for market quotation service, such service may be furnished to one not so approved, who is not shown to be conducting a bucket shop or illegal business, notwithstanding Penal Law (Consol. Laws, c. 40) § 552, forbidding divulging the contents of a telegram. Where a stockbroker's business is greatly, if not totally, interfered with by refusal of a telegraph company to furnish him market quotation service, he may enjoin discontinuance thereof; his remedy not being restricted to application to the public service commissions under Public Service Commissions Law (Consol. Laws, c. 48) § 97.—Tucker v. Western Union Tel. Co. Supreme Court of New York. 158 N. Y. Supp. 959.

THE GRAIN DEALERS JOURNAL is worth the price to any one.—A. R. Hicks, mgr., Foster Lumber Co., Long Island, Kan.

I HAVE been very much pleased with the Journal "want ad" service, and consider it a very good way to obtain a position.—C. E. Newton, Columbus, O.

Mixed or White Not an Off Grade of No. 2 Red Wheat.

In E. L. Wellman of Grand Rapids, Mich., plaintiff, vs. L. F. Miller & Sons of Philadelphia, defendants, the Arbitration Com'te of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer Hutchinson and E. C. Eikenberry, denied a claim by plaintiffs for \$4,140 damages on account of defendants' refusal to accept white and mixed wheat on contracts calling for No. 2 red.

Plaintiffs wired the defendants: "Will deliver No. 2 red wheat spot from Girard Point Elevator to cover any contract wheat you refuse to accept from track." To which telegram the defendants replied: "Beg to advise this is not in accordance with our contract with you and therefore we cannot accept your proposition." On the same date the defendants canceled the unfilled portion of contracts.

The plaintiff's argument is an endeavor to show that white and mixed wheat are an off-grade of No. 2 red and is so considered by the trade in general. They also argue that the fact that the defendants did accept some white and mixed wheat on contract at a discount established a precedent, which should force the defendants to accept the seven cars in question. In their argument the plaintiffs say: "Prior to the rejection of these seven cars, Miller had already accepted and paid for eight cars which did not grade No. 2 red. This course of conduct warranted us in assuming that the above stipulation in the contract meant just what we are now contending."

The defense argue that white and mixed wheat are not an off-grade of No. 2 red and in support of their contention they present a ruling of the Grain Com'te of the Philadelphia Exchange, which is as follows:

"The Com'te's opinion is that white and mixed wheat are not in the same class with No. 2 red and therefore cannot be considered as an off-grade from No. 2 red."

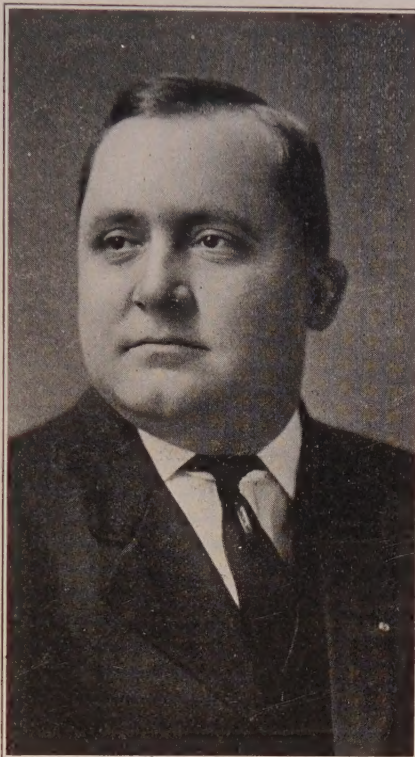
This Com'te holds that in contracts providing for the application of off-grades, it would be manifestly unfair to force a buyer to accept a grain that when mixed with the grain called for in the contract, would change the class of grain contracted for.

In refusing to accept No. 2 red wheat on spot unless shipped within contract time and billed according to contract, the defendants acted strictly within their rights and they were also strictly within their rights in refusing No. 2 red wheat out of Girard Point Elevator.

H. T. Bickel Forms New Connection.

Every good man has a hobby, and H. T. Bickel of Cedar Rapids, Ia., is no exception. He is a baseball fan, and is a member of the booster organization of his home town, where he has resided for 15 years.

Mr. Bickel, whose portrait is reproduced herewith, started with the W. A.



H. T. Bickel, Cedar Rapids.

Fraser Co., and remained with them until 1913, when he went with E. W. Bailey & Co., another Chicago receiving firm, for a short time, as traveling representative. In February, 1916, he went with Clement, Curtis & Co., and remained until they closed their cash grain department.

His present connection is with Harris, Winthrop & Co., making Iowa and the Southwest as their western representative. Having grown up in the country grain elevator he is everywhere welcome, and is known as a wonder in entertaining at conventions.

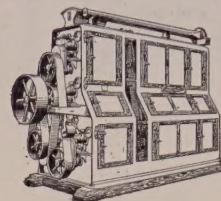
THE DIFFICULTY of a scarcity of ships to move the Australian harvest has been solved by William Morris Hughes, premier of Australia, who purchased 15 large steamers which will be operated by the Australian government as the Commonwealth Government Line.

THE SEIZURE of a shipment of barley on board the Greek steamer "Jossifoglu," about to sail from New York for Greece, was ordered on June 10 by the United States Department of Agriculture on a charge of adulteration. The shipment contained 198,875 bus. of barley, and about 31% consisted of seeds other than barley, and a large amount of other impurities, the shipping of which would have involved a violation of the pure food law. The barley had been purchased for the use of the allied armies at Salonica at a price of \$1.25 per bu., a total of \$236,093.95.

Bank Big Profits

Be independent. Whatever business you are in you can now become a miller and make greater profits with the new Midget Marvel Flour Mill which displaces the old roller system. Hundreds of men are making steady profits of from \$300 to \$1000 per month. Once housewives try flour made by this mill, they want no other. So there is a ready-made market for you. You earn big money from the very start and each Midget Marvel Flour Mill soon pays for itself. Over 700 men have made successes this way.

Midget Marvel Flour Mill



Practically automatic, running itself, only one man needed, no special building, little power. Our big book, "Confidential Selling Plans," shows you how to run the mill successfully and sell more flour than others.

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Send for our book entitled, "The Story of a Wonderful Flour Mill," which gives you the experiences of other men like yourself who have followed our advice and become successful. This book also tells about our thirty day free trial offer and gives you all the details. Write today. Don't wait. Someone else may get ahead of you in your community.

Anglo-American Mill Co., Inc., 435 Trust Bldg.,
Cleveland, O., U.S.A.

FREE



Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8 1/2 x 14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Weights 2 1/2 pounds.

Order Form 12AA. Price, \$1.75

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

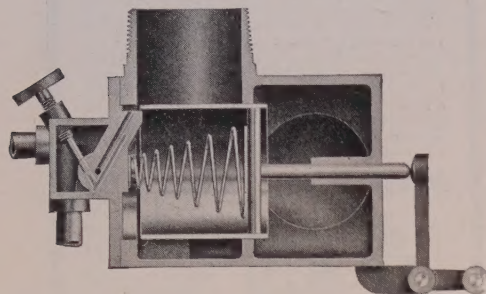
The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

Kerosene Vaporizer on Lauson Engine.

A new kerosene engine which simplifies the method of handling the fuel and makes the kerosene engine as easy to start and operate as any gasoline engine, has recently been brought out by the John Lauson Mfg. Co. The successful



Kerosene Vaporizer.

operation of this engine is due to the efficiency of the carburetor, which is shown in the engravings in cross section and attached to the end of the engine cylinder.

The engine starts on gasoline and after running a few minutes in order to heat the cylinder walls, the cheaper fuel is turned on by means of a fuel changing lever without the necessity of further adjusting the fuel needle valve.

The air is drawn into the carburetor from a preheater thru which the hot exhaust gases pass, thus warming the air to prevent freezing on account of the water feed.

After exhaustive tests in the laboratory of the company it was conclusively proven that any heating of the charge after it leaves the carburetor or atomizer (as it may be more aptly called) not only decreases the maximum horse power of the engine but also the efficiency. It was also proven that kerosene can be handled successfully in an engine without any heat being applied. This was done by maintaining a high velocity at the point where the fuel is admitted into the incoming air and keeping the velocity high regardless of the load. With this system the engine will pull as well on kerosene as gasoline and will generate as much power per gallon of fuel.

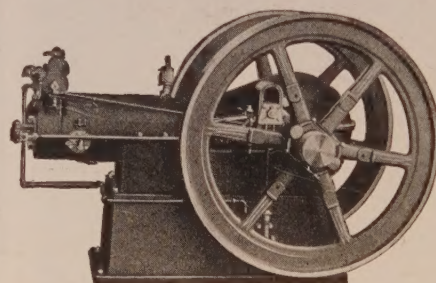
The kerosene is drawn thru a small opening by a high velocity of air which

is controlled by a barrel valve operated by the governor as shown in the sectional view. Thus the amount of fuel is regulated according to the load conditions without any adjustment by operator. The small jet of fuel striking the intruding air is as thoroughly vaporized as a gasoline carburetor vaporizes gasoline, consequently, the Lauson Kerosene Engine gives full rated horse power on kerosene the same as it does on gasoline.

Thru a separate opening water is automatically drawn into the cylinder on heavy load to prevent extreme temperature, which also improves the lubricating conditions and makes a smooth, quiet running engine when carrying heavy load.

One of the greatest drawbacks to any engine operating on kerosene, distillate or other low grade fuels has always been the diluting effect of the kerosene upon the lubricating oil, as any of the cheap fuels if not perfectly vaporized will mix readily with the lubricating oil and destroy its lubricating qualities, thereby causing the formation of carbon and excessive wear on the cylinder, piston and rings.

When an engine does not thoroly vaporize the fuel it can be detected at once by the most inexperienced layman as all of the liquid fuel will not burn during



Engine with Kerosene Vaporizer.

the combustion and some of it will pass thru the exhaust pipe in the form of vapor or white smoke.

A Lauson Kerosene Engine, it is claimed, will operate without smoke on all loads and it is for this reason that they use less than one pint of fuel per horse power hour and give years of service with the lowest possible cost of upkeep. The Lauson Kerosene Engine is necessarily of the throttling governor type in order to maintain a uniform temperature at all times. It is especially adaptable for factory power purposes, mills, elevators, pumping plants, and wherever smooth, steady power is required.

IF WE HAVE any kind of an export demand the present congested conditions should be out of the way by Aug. 1, and surely by Sept. 1. We anticipate that Chicago and other markets will pay the highest premiums for new 2 red during July that we have had for years. We strongly advise all our customers to consign their wheat rather than to sell it to arrive. If you wish to protect yourself, sell the September as a hedge. Chicago will have to go west of the Missouri river to get any large amount of wheat during the coming crop year and in this territory the wheat is not available until August. The central West will have no wheat for export and if it is exported must be replaced elsewhere later on.—W. H. Perrine & Co.

Supply Trade

GRAND RAPIDS, MICH.—Locke Ethridge, formerly connected with the Richardson Scale Co., is now representing Fairbanks, Morse & Co. in Western Michigan.

THERE is a reason—a purpose—a message—in every advertisement that appears in The Grain Dealers Journal. If you read the advertising intelligently you will find it both interesting and profitable.

NEW HOLSTEIN, WIS.—Lauson engines have recently been installed in the following Nebraska elevators: Nebraska-Iowa Grain Co., Pleasant Dale, Keene, Lyman; Lincoln Grain Co. Lincoln, Waverly, Hickman, Murdock, Meadow, Bent; Evans Grain Co. Lamora, Alvo, Prairie Home; North Bend Grain Co., Wilbur; Van Wickle Grain Co., North Bend, York; I. T. Spangler, Charleston; Bement Grain Co., Gresham; Berger Mfg. Co., Greeley.

DUE to the efforts of the New York Trade Press Ass'n eight members of the Photo Engravers Board of Trade were indicted in that city June 20 by a county grand jury, charged with combining in restraint of trade to raise the price of engravings in certain lines from 40 to 150 per cent. The engravers in 34 other cities have succeeded in putting this scale over. The price of copper and zinc cuts has reached such a height that their extensive use is almost prohibitive.

War Affecting the Grain Trade.

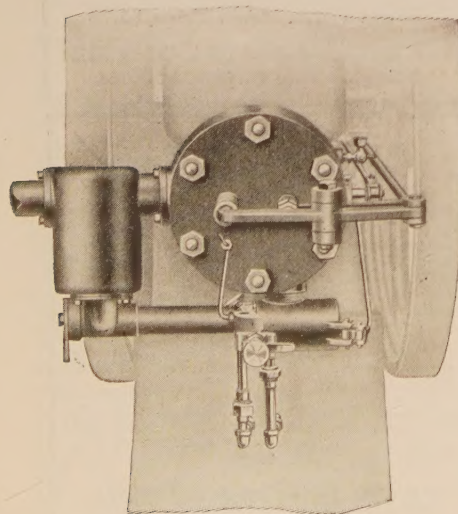
UNITED STATES has put an embargo on all foodstuffs to Mexico.—C. A. King & Co.

PEASANTS from southern Russia held prisoners by Germany will be loaned to Hungary to assist with the Hungarian harvest. These prisoners are used to this kind of work, and when the Hungarian harvest has been gathered in they will be taken back and similarly employed in Germany.

MANITOBA SPRING WHEAT seed is being distributed by the French department of agriculture for spring sowing thru the Haute-Marne and other districts, in order to insure France an adequate wheat crop for this year. Experiments since 1912 have shown that it may be sown without risk later than the native varieties with as good results, and giving a better yield than the winter sown varieties.

THE PRODUCTION of grain in the 74 invaded districts of France in 1915, given in the Commerce Report of June 28 for France by Consul General A. M. Thackara, Paris, shows 3,746,220 metric tons of oats against 4,665,472 tons in 1914, or 1,231,510 tons less than the average yield for the past 5 years for the whole of France; 992,820 tons of rye, compared with 1,138,326 tons in 1914, the average crop for the past 5 years for the whole of France being 1,190,040 tons, and 786,275 tons of barley against 1,004,493 tons in 1914, 255,059 tons less than the average yield of all France for the previous five years.

SWEDEN is becoming a wheat growing area among the countries of the higher latitudes, official returns about June 1 showing 22.2% increase in acreage under cultivation.



Vaporizer Attached to Cylinder Head.

The GRAIN DEALERS JOURNAL.

Careless Handling of Oil.

The grain elevator of the Southwest Grain Co. at Zook, Kan., was operated with a type "Z" 6-h. p. oil engine. The day before the fire the 5-gallon tank in the base of the engine was filled with kerosene and a start made by priming at the carburetor with gasoline.

Next day the engine could not be started. Some one thought of substituting gasoline for the kerosene in the base tank; but the only way to drain out the kerosene was thru a hole where the feed pipe entered the bottom of the feed tank, closed by a set screw at the joint.

So inconvenient was the location of the drain that but one gallon of the oil found its way into the bucket, the remaining four gallons of kerosene making a young flood on the concrete floor. After the gasoline had been filled in from a 10-gallon tank it was discovered that the float in the carburetor stuck. Located away from the window on the dark side of the engine it was difficult to see, so the "fool" struck a match.

The head of the match flew off toward the flood of kerosene on the floor. One man grabbed the half filled can of gasoline and leaped to safety outside, and the "fool" carried out the bucket of kerosene.

To put out the fire a bucket brigade was formed, with some success until an assistant "fool" enthusiastically ran up and dashed the bucket of kerosene on the flames. The brigade, disgusted, was about to quit when two men employed on the construction of a grain elevator took hold and saved the day.

Moral: Receptacles for explosive liquids should be painted red.

THE PEORIA BOARD OF TRADE is said to have been the only grain market in session in the entire United States on July 3, all others having taken a recess from Saturday noon until Wednesday morning because of the Fourth coming on Tuesday.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

Lightning Can't Strike if Shinn Gets There First

Illustrated Book on Lightning Free.
Explains kind of rods that protect.
W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

Insurance Notes.

Five elevators in Central Illinois burned within ten days with a loss aggregating \$200,000. As three of these houses at different stations were operated by a concern filling contracts with the allied nations it looked suspicious; and recently a fourth burned, but this was struck by lightning.

Before shutting down at 5 p. m. fire started in the Farmers Elevator at Mansfield, S. D., from a belt rubbing on a timber due to line shaft being out of line, but was not discovered until the manager opened the elevator next morning. Searching for the source of the smoke he found the timber burning below. The flame was extinguished with the loss of the one timber.

\$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

THE MUTUAL FIRE PREVENTION BUREAU

OXFORD, MICH.

Millers National Insurance Co.,
Chicago, Ill.
Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.
Penna. Millers Mutual Fire Insurance Co.,
Wilkes-Barre, Pa.

or
Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.
The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co.,
Ft. Worth, Texas.
Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

PREPAREDNESS

Franklin H. Wentworth, Secretary of the National Fire Protection Association said in a recent address that in case of war any of our American cities could be destroyed if half a dozen fires were started simultaneously. Patriotism should express itself, not so much in flag waving, as in a realization of our defects and an effort to correct them. The "Grain Dealers" has been preaching PREPAREDNESS for fourteen years. Do you belong to its army? If not, enlist now, and get a real Fire Prevention training.

FITZGERALD &
McCOTTER

Western Managers

Omaha, Nebraska



INDIANAPOLIS, IND.

BETTER CONSTRUCTION—MORE CARE—FEWER FIRES

C. A. McCOTTER

Secretary

Indianapolis, Ind.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$25,920,083.73 Cash surplus \$453,208.51

H. B. SPARKS, President

G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

ARE YOU GOING TO BUILD?

We can offer you some suggestions that will reduce the insurance cost. Write us for rates on the different kinds of construction.

Tri-State Mutual Grain Dealers Fire Insurance Company
Incorporated in MINNESOTA
LIVERNE, MINN.
E. H. Moreland, Secretary
Licensed in SOUTH DAKOTA



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**THE BEST MADE—
THE CHEAPEST**

**GET OUR PRICES BEFORE BUYING
WE GUARANTEE SATISFACTION**

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Grain Receiving and Stock Book

Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

Printed on heavy Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 20 wagon loads.

Order Form No. 321.

PRICE, \$1.50

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

YOUR NEW ELEVATOR

must be equipped with an ELLIS DRIER to be thoroughly up-to-date. The only way to be sure of getting it is to specify the ELLIS when the plans and specifications are drawn and then refuse to consider any other.

If you are interested in OAT PURIFIERS write for bulletin No. 20.

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Oat
Purifiers

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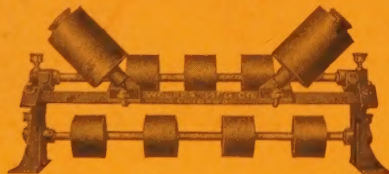


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Everything for belts from 10 to 60 inches wide.



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We make more kinds and styles of Friction Clutches than any other concern.

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Pit to
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When considering dust collectors or dust collecting systems, no matter how small or large, or how many or how few, write

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